

# PD 3

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DEPARTMENT OF PLANNING AND DEVELOPMENT  
CITY OF CHICAGO

January 16, 2026

Carol D. Stubblefield  
Neal & Leroy LLC  
20 S. Clark St., Suite 2050  
Chicago, IL 60603

**Re: Minor change to PD 3, Subarea E, Connector between Galter and Feinberg Pavilions**

Dear Ms. Stubblefield:

Please be advised that your request for a minor change to Institutional Planned Development No. 3 ("PD 3"), Subarea E, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement Number 14 of PD 3.

On behalf of Northwestern Memorial Hospital ("NM"), and with the consent of Northwestern University, the zoning control party of PD 3, you are seeking a minor change to allow for the construction of a two-story horizontal connector between the Galter Pavilion and the Feinberg Pavilion at the 14<sup>th</sup> and 15<sup>th</sup> floors. The 23-story Galter Pavilion, located at 675 N. St. Clair St., and the 17-story Feinberg Pavilion, located at 251 E. Huron St., are connected by an existing 8-story addition.

The proposed connector is similar to a 10<sup>th</sup> through 12<sup>th</sup> floor connector approved between the two buildings in 2020. The glass-clad connector will be located on NM property, approximately 67 feet from the existing 8<sup>th</sup> floor rooftop. It is designed to improve the safe and efficient transport of patients. NM also intends to redevelop and renovate the 14<sup>th</sup> and 15<sup>th</sup> floors of Galter and Feinberg Pavilions including the conversion of out-patient medical office space into inpatient hospital space.

The following exhibits are attached: Site Plan, 14<sup>th</sup> Floor Plan, 15<sup>th</sup> Floor Plan, Connector Elevations and Sections, Photo of Existing North Elevation of Feinberg & Galter, Rendering of Galter 14 & 15 Connector (Looking South), Rendering of Galter 14 & 15 Connector (Looking North).

With regard to your request, the Department of Planning and Development has determined that allowing the proposed connector will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and PD 3, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

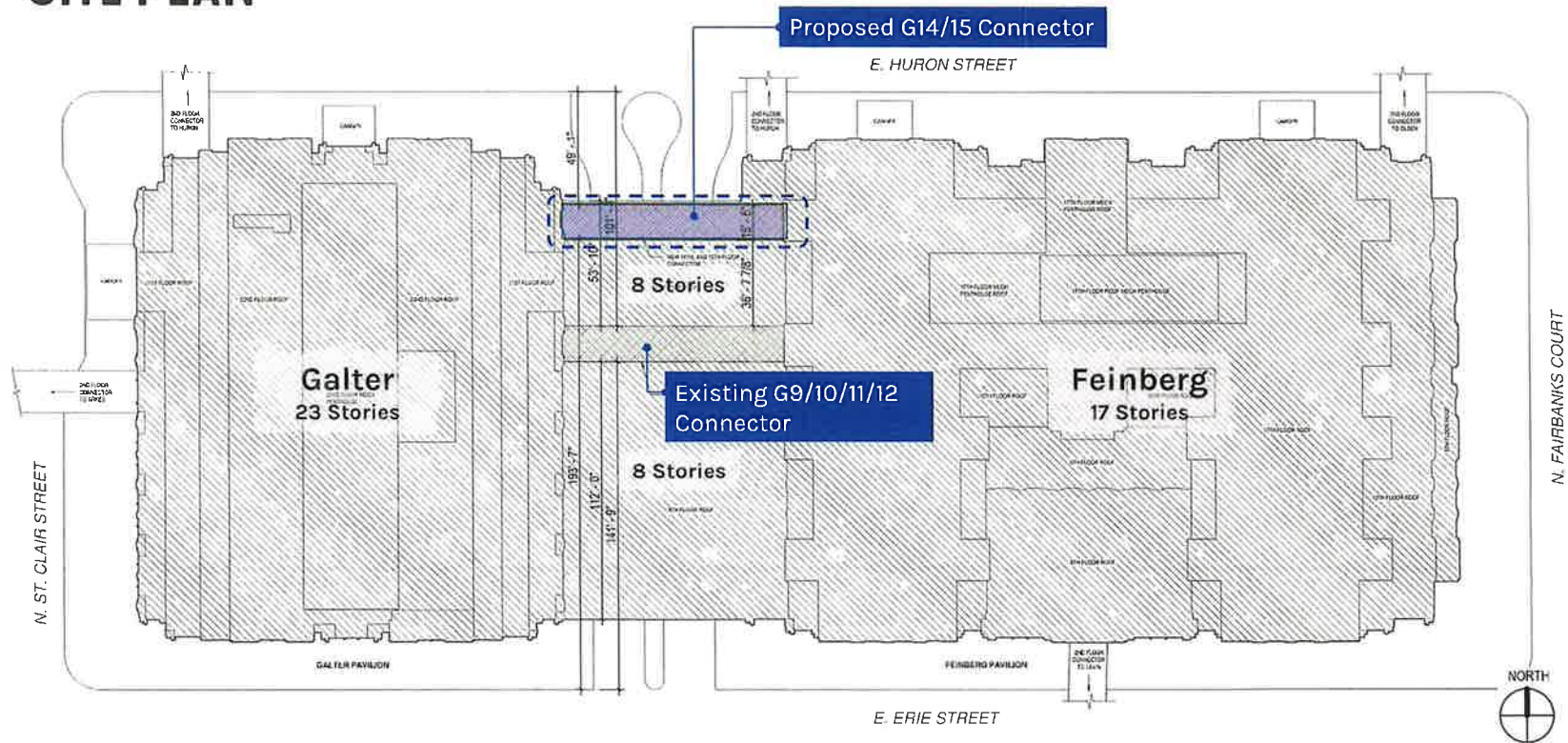
Sincerely,

  
Noah Szafraniec  
Assistant Commissioner

NS:tm

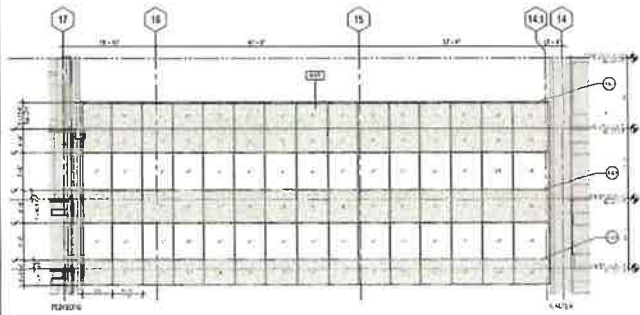
C: Noah Szafraniec, Mike Marmo, Main file

# SITE PLAN

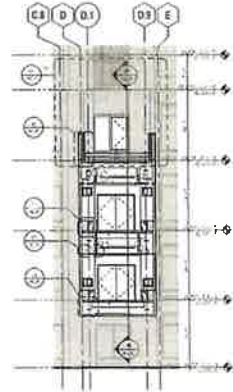




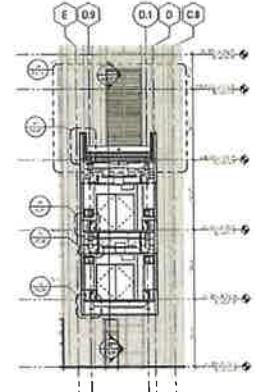




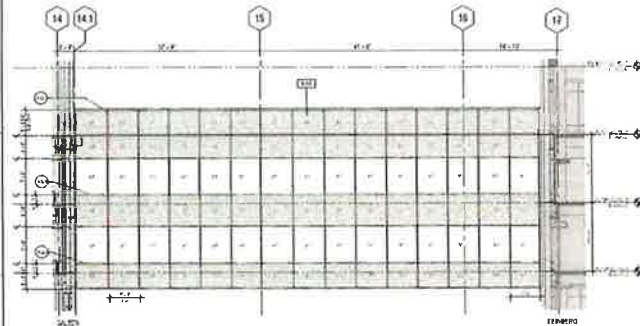
6A. EAST ELEVATION - CONNECTOR



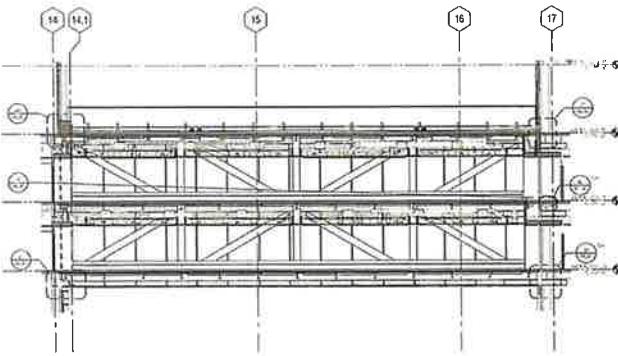
6B. BUILDING SECTION - CONNECTOR (LOOKING EAST) (SHEEP)



6C. BUILDING SECTION - CONNECTOR (LOOKING WEST) (SHEEP)



7. SOUTH ELEVATION - CONNECTOR



8. BUILDING SECTION - CONNECTOR (SOUTH ELEVATION)

GENERAL SHEET NOTES

1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.
4. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.
5. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.

GLASS TYPE

1. ALL GLASS IS TO BE SUPPLIED BY THE CONTRACTOR AND SHALL BE INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND HANDLING OF THE GLASS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND HANDLING OF THE GLASS.

SHEET KEYNOTES

1. SEE SHEET A4.10 FOR FURTHER INFORMATION.



SMITHGROUP  
CORPORATION  
201 Franklin Street  
Boston, MA 02110

SMITHGROUP

3511 WALTON DRIVE  
DARTMOUTH, ONTARIO  
N3B 3Y1  
CANADA

4. FROM CONSULTANT'S RECORDS

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

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16. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

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21. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

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24. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

25. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

26. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

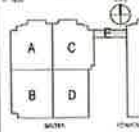
27. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

28. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

29. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

30. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

NOT FOR CONSTRUCTION



CONNECTOR ELEVATIONS AND SECTIONS

DATE: 04/12/2010

PROJECT: [REDACTED]

SCALE: 1:10

BY: [REDACTED]

CHECKED BY: [REDACTED]

DATE: 04/12/2010

PROJECT: [REDACTED]

SCALE: 1:10

BY: [REDACTED]

CHECKED BY: [REDACTED]

DATE: 04/12/2010

PROJECT: [REDACTED]

SCALE: 1:10

BY: [REDACTED]

CHECKED BY: [REDACTED]

DATE: 04/12/2010

PROJECT: [REDACTED]

SCALE: 1:10

BY: [REDACTED]

CHECKED BY: [REDACTED]

A4.10

# EXISTING NORTH ELEVATION OF FEINBERG & GALTER



# GALTER 14 & 15 CONNECTOR (LOOKING SOUTH)



## GALTER 14 & 15 CONNECTOR (LOOKING NORTH)





**DEPARTMENT OF PLANNING AND DEVELOPMENT  
CITY OF CHICAGO**

January 19, 2024

**VIA EMAIL**

Carol Stubblefield  
Neal & Leroy, LLC  
20 S. Clark Street  
Chicago, IL 60603

**Re: Request for a Minor Change Northwestern Memorial Hospital, Galter Pavilion  
Institutional Planned Development No. 3, Subarea E, 251 East Huron**

Dear Ms. Stubblefield,

Please be advised that your request for a minor change to **Planned Development No. 3** (“PD 3”) has been considered by the Department of Planning and Development (“Department”) pursuant to Section 17-13-0611 of the Zoning Ordinance and Statement No. 14 of the PD. The applicant, Northwestern Memorial Hospital, an Illinois not-for-profit corporation (“Northwestern”), seeks approval for revisions to the proposed change to the south elevation of Galter Pavilion (“Galter”) for the property generally located at 251 E. Huron (the “Property”) it is located in Subarea E of PD No. 3. Northwestern is the owner of the Property.

Northwestern proposes to construct a pedestrian bridge (“Bridge”) over East Erie Street, connecting Galter, with the medical service floors located at 633 N. St. Clair (“PD 468”). Northwestern is also in the process of finalizing an Easement of Air Rights Agreement (Application No. 10-02-23-4065) over East Erie Street with the City of Chicago for the Bridge. The Bridge is necessary to provide passage of Northwestern’s patients, medical providers and staff between Galter and the medical offices located within PD 468. After hours, access to the Bridge will be permitted via card readers only. A 360-degree security camera will be installed on the center of Bridge, license plate reader cameras will be installed on the underside of the Bridge and 180-degree security camera will be installed in the vestibule of both Galter and 633 N. St. Clair.

The Bridge will have a total floor area (“FAR”) of approximately 1,290 square feet. Using the centerline of East Erie Street, 644 SF will be attributed to PD 3, and 646 SF will be attributed to PD 468.

PD 468 has a maximum FAR of 18.42 and a current FAR of 18.12. Attributing 646 SF for half of the Bridge, total FAR utilized would result in the total current FAR to 18.14. The maximum allowed 18.42 FAR will remain unchanged.

PD 3, Subarea E has an available FAR of 517,485.336 SF per Part II approval letter dated August 4, 2020. Subtracting 644 SF for half of the Bridge, from the 517,485.336 available would result in 516,841.336 SF remaining. The maximum allowed 17.444 FAR will remain unchanged for subarea E of PD 3.

No further changes to the site are proposed. The Department has determined that allowing the proposed modifications will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change. Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and PD 3, I hereby approve the foregoing minor change but no other changes to this Planned Development.

This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

The following exhibits, created by Gensler, will be incorporated, and made part of PD 3:

- Proposed Bridge – L2 Connection/Plat of Easement (Sht. No. 3)
- Proposed Bridge – Site Plan (Sht. No. 9)
- Level 2 Proposed Bridge Floor Plan (Sht. No. 10)
- PD 3 Elevations - Partial at Galter Pavilion (Sht. No. 16)
- PD 3 Elevations - Partial North Elevation at Galter Pavilion (Sht. No. 17)
- PD 3 Elevations - Partial Elevation Facing East at Galter Pavilion (Sht. No. 18)
- PD 3 Elevations – Partial at Galter Pavilion (Facing North- Sht. No. 19) – existing and proposed.
- PD 3 Elevations – Proposed Bridge Elevation and Section (Facing East-Sht. No. 20)
- All documents and exhibits dated November 30, 2023.
- Bridge Envelope – Material Study (dated October 17, 2023)

Sincerely,

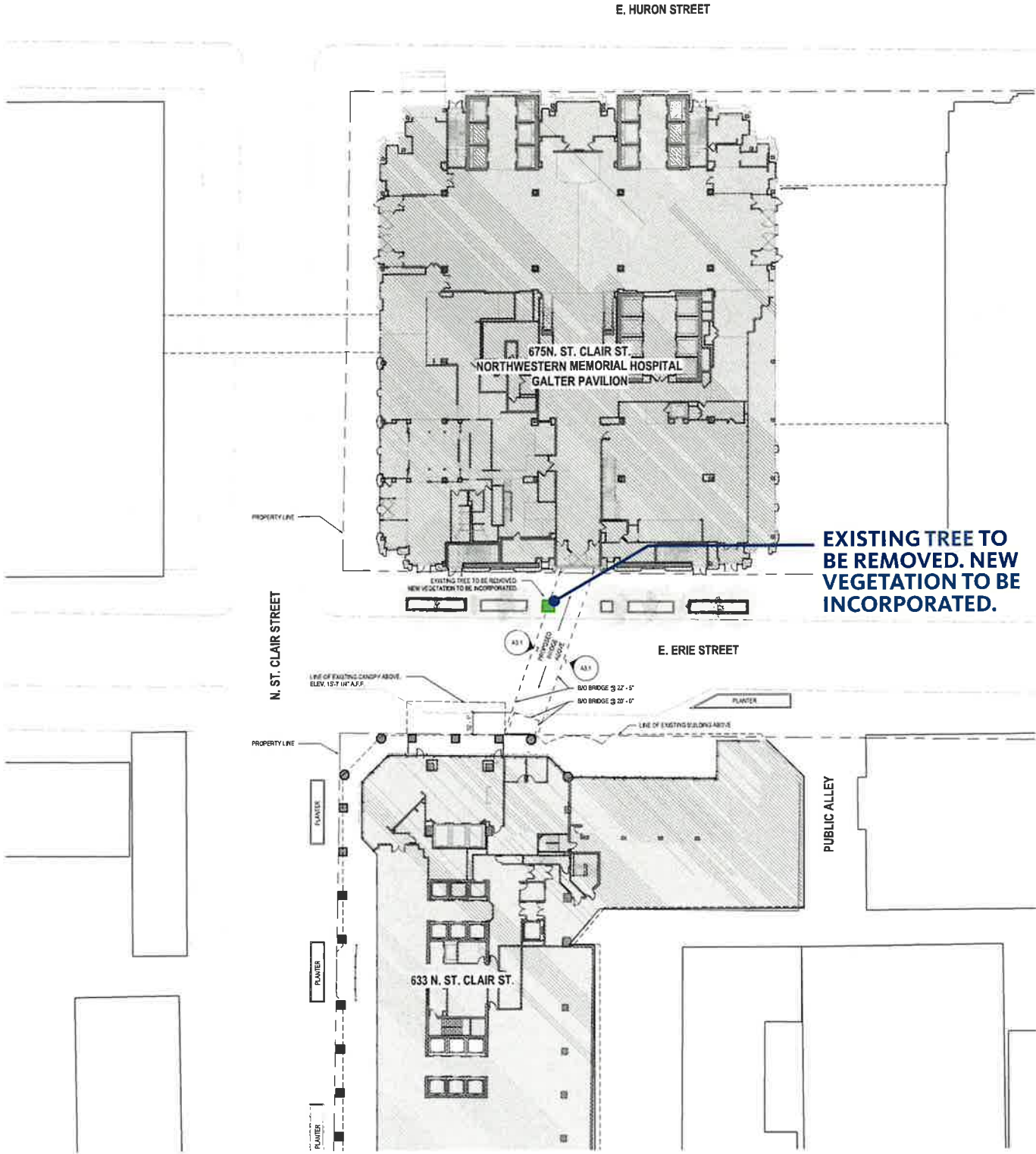


Noah Szafraniec  
Assistant Commissioner  
Planned Developments and Plan Commission

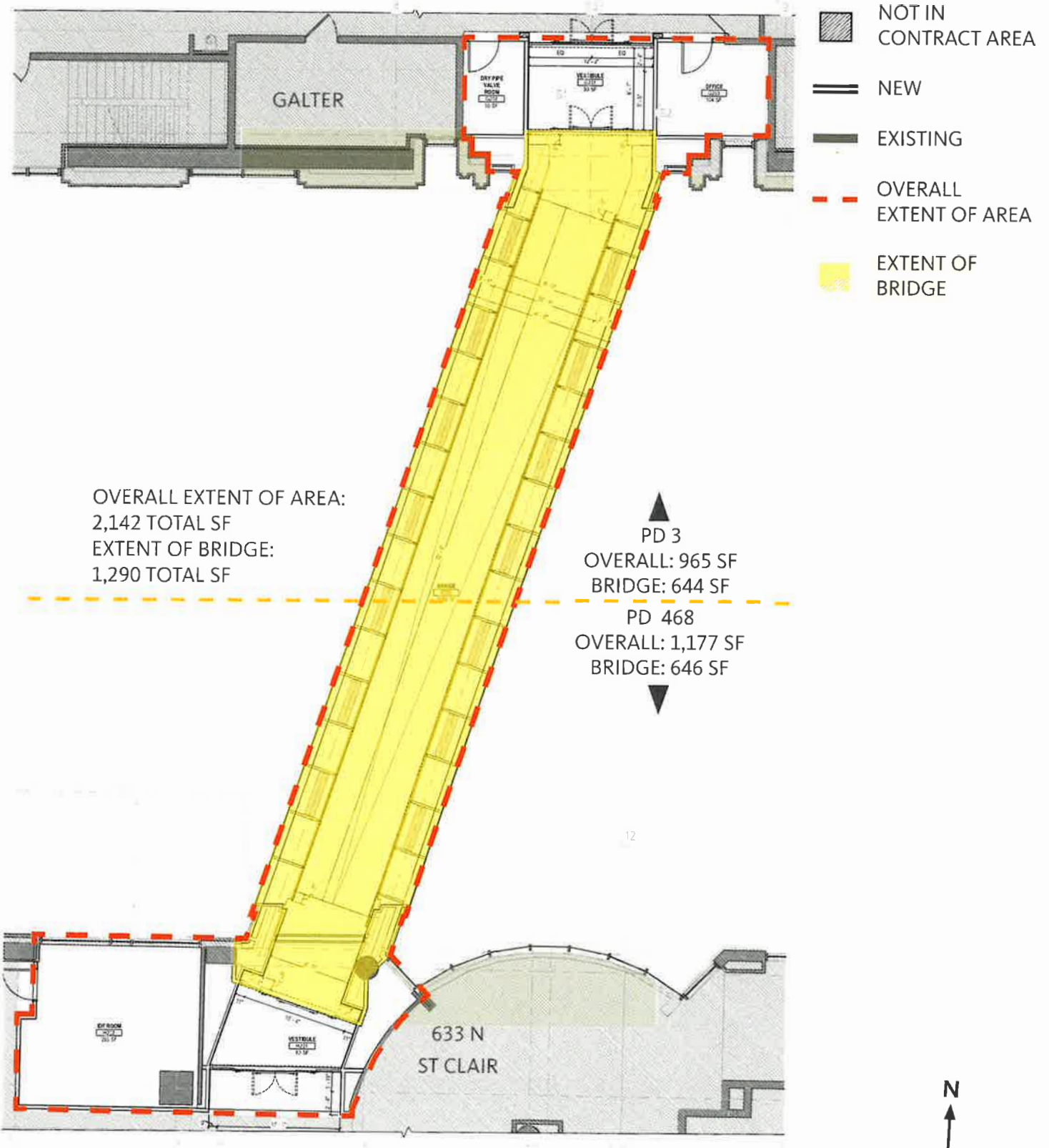
cc: Alderman Hopkins, Cindy R., Noah S., Heidi S., Fernando E. Bill H. Kevin M., Main File



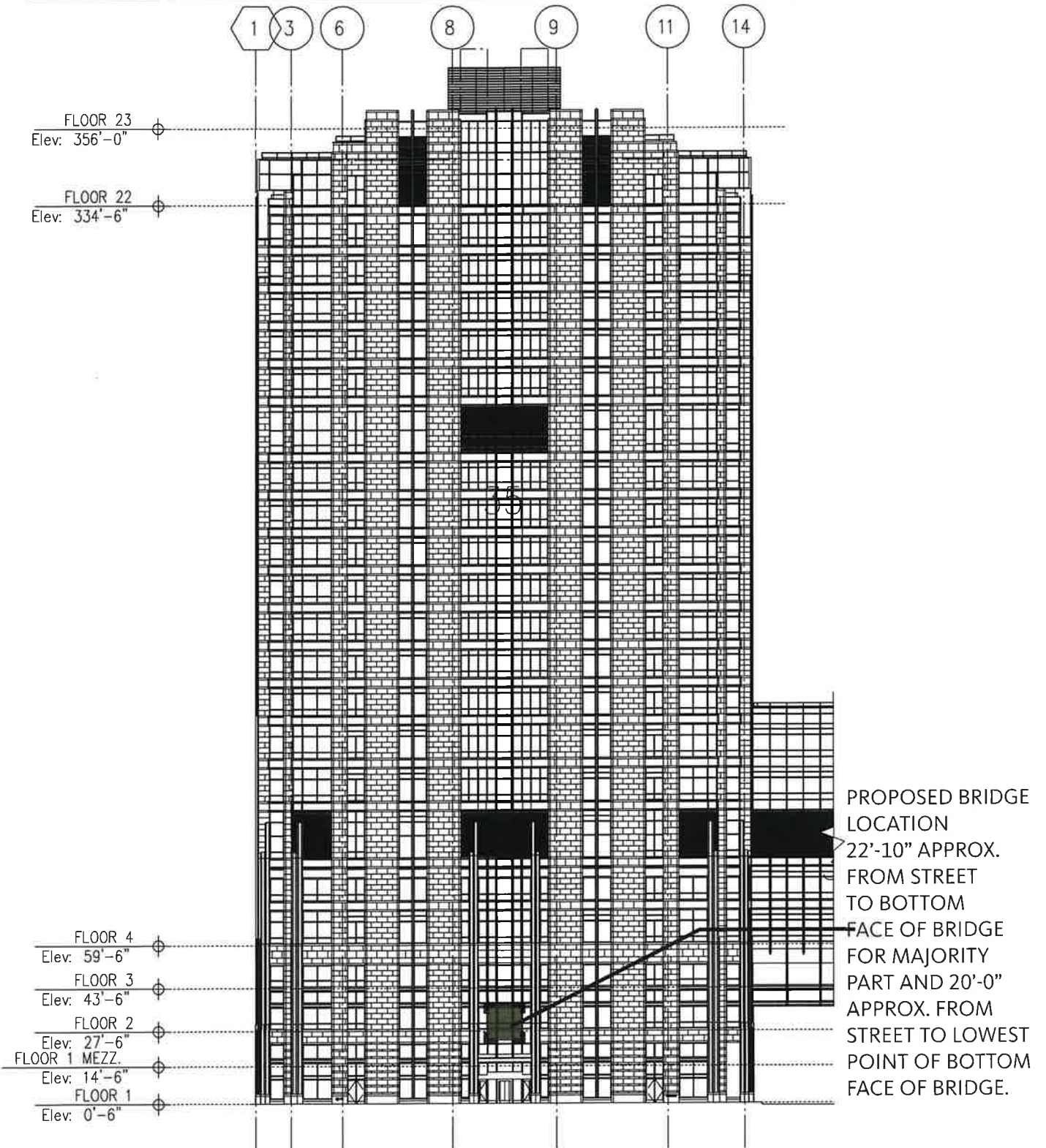
# PROPOSED BRIDGE - SITE PLAN



# LEVEL 2 PROPOSED BRIDGE FLOOR PLAN

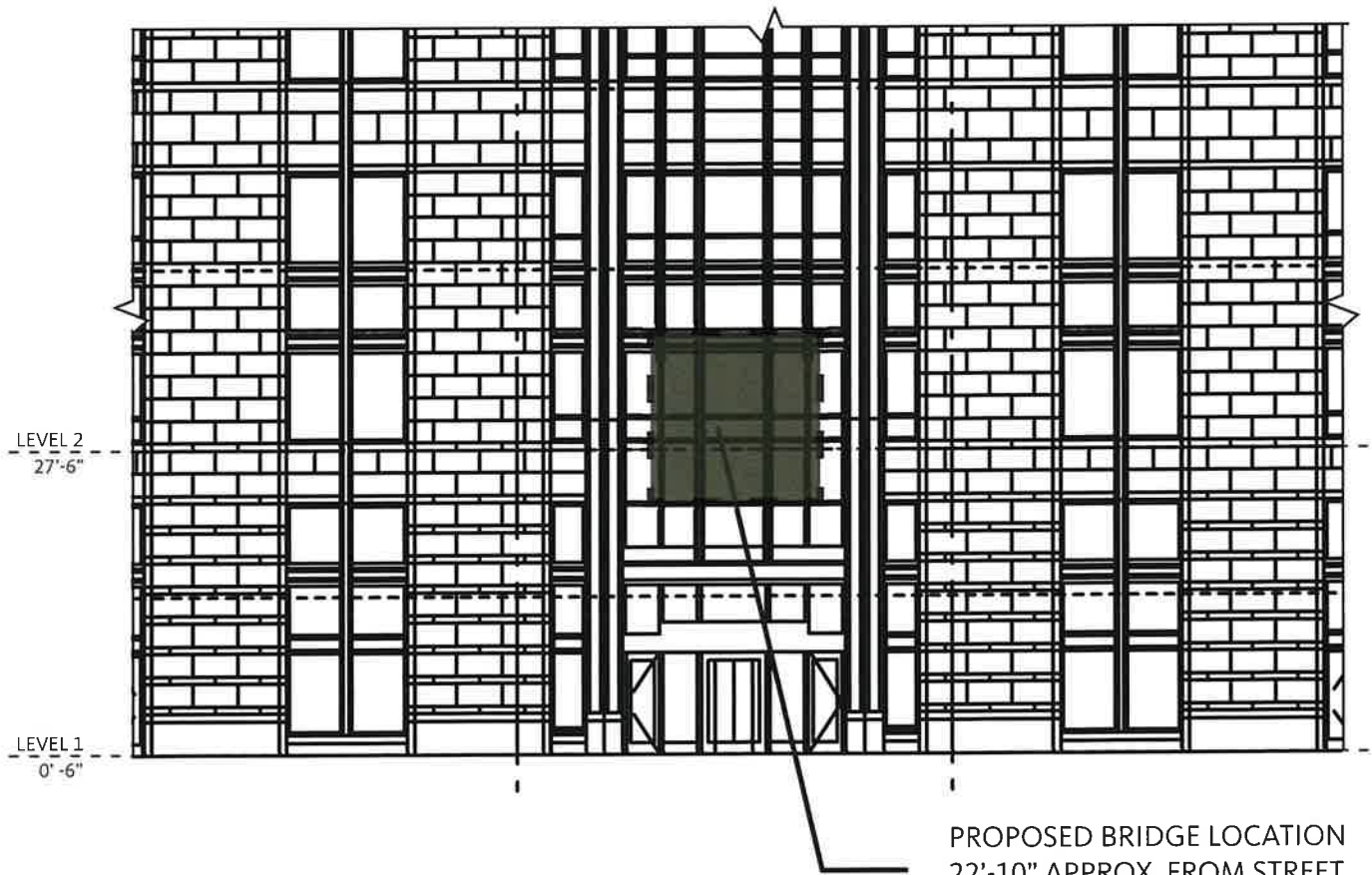


# PD 3 ELEVATIONS - PARTIAL AT GALTER PAVILION



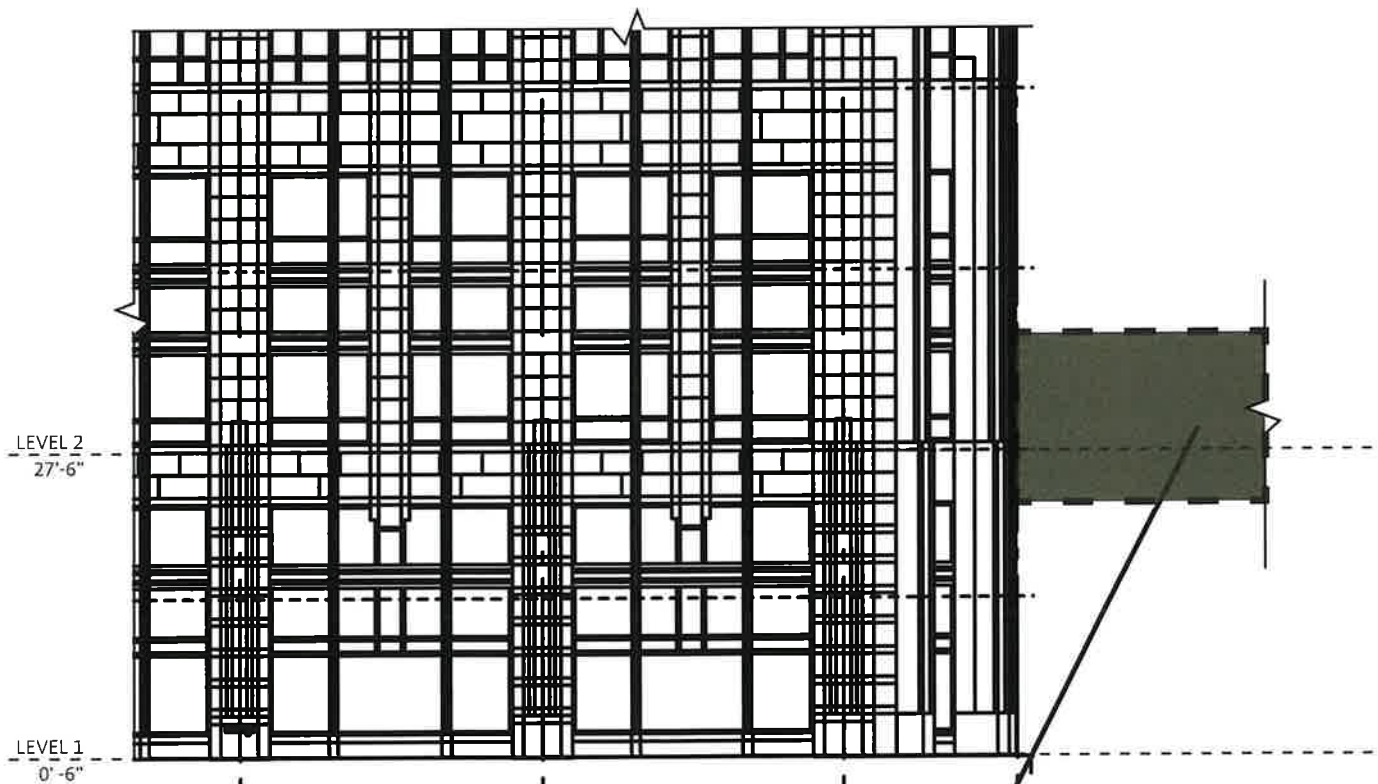
ELEVATION FACING NORTH

# PD 3 ELEVATIONS - PARTIAL AT GALTER PAVILION



ELEVATION FACING NORTH

# PD 3 ELEVATIONS - PARTIAL AT GALTER PAVILION



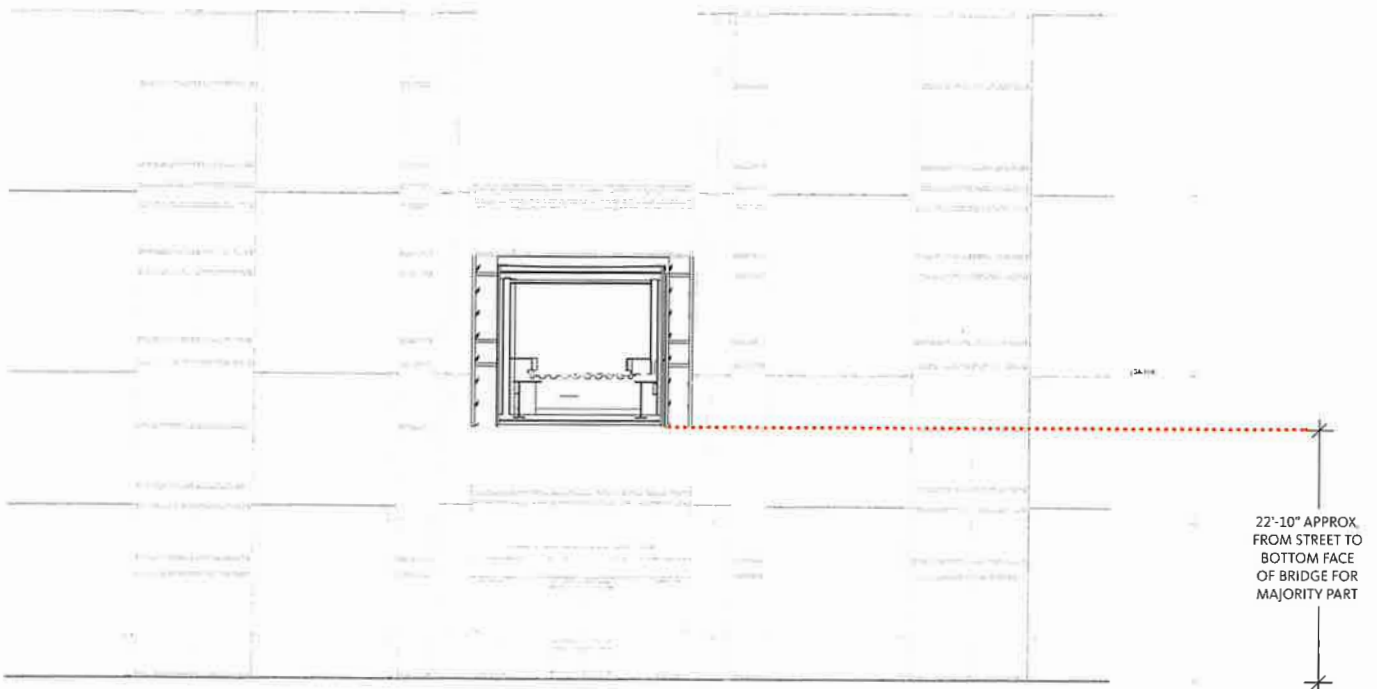
PROPOSED BRIDGE LOCATION  
22'-10" APPROX. FROM STREET  
TO BOTTOM FACE OF BRIDGE  
FOR MAJORITY PART AND 20'-  
0" APPROX. FROM STREET TO  
LOWEST POINT OF BOTTOM  
FACE OF BRIDGE.

ELEVATION FACING EAST

# PD 3 ELEVATIONS - PARTIAL AT GALTER PAVILION



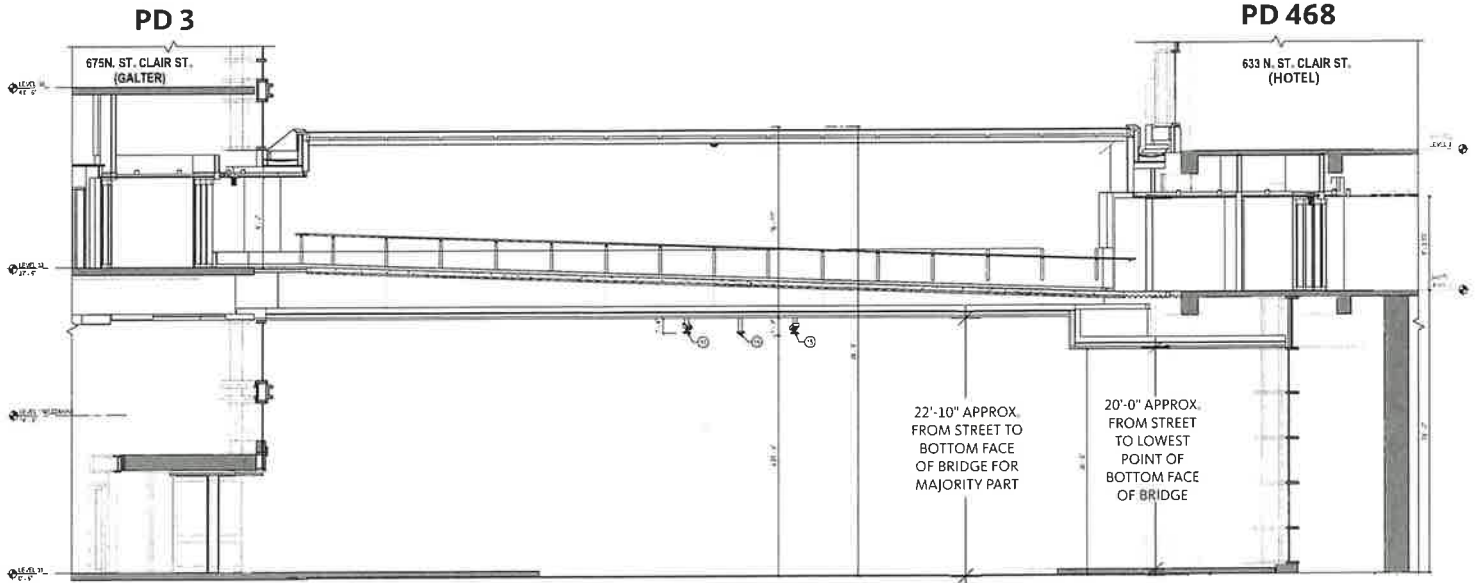
EXISTING ELEVATION FACING NORTH



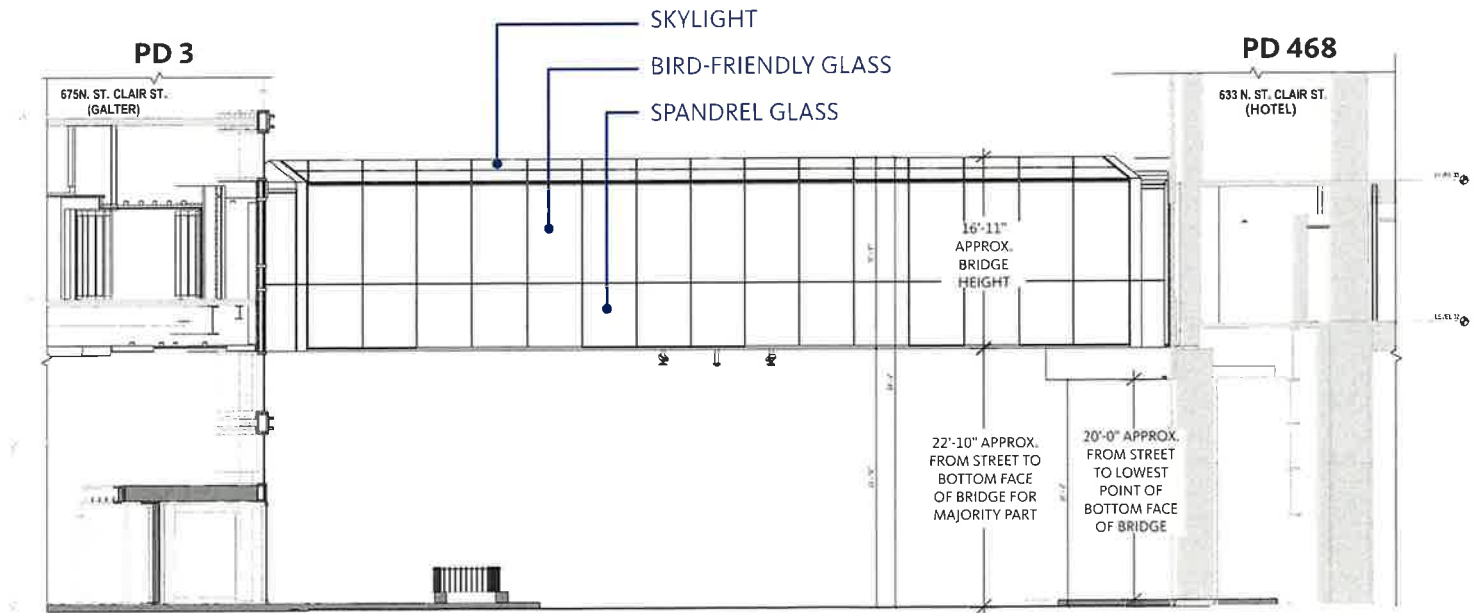
PROPOSED ELEVATION FACING NORTH

# PROPOSED BRIDGE ELEVATION

EXISTING FEINBERG/LAVIN BRIDGE: 20' - 8" FROM STREET TO BOTTOM FACE



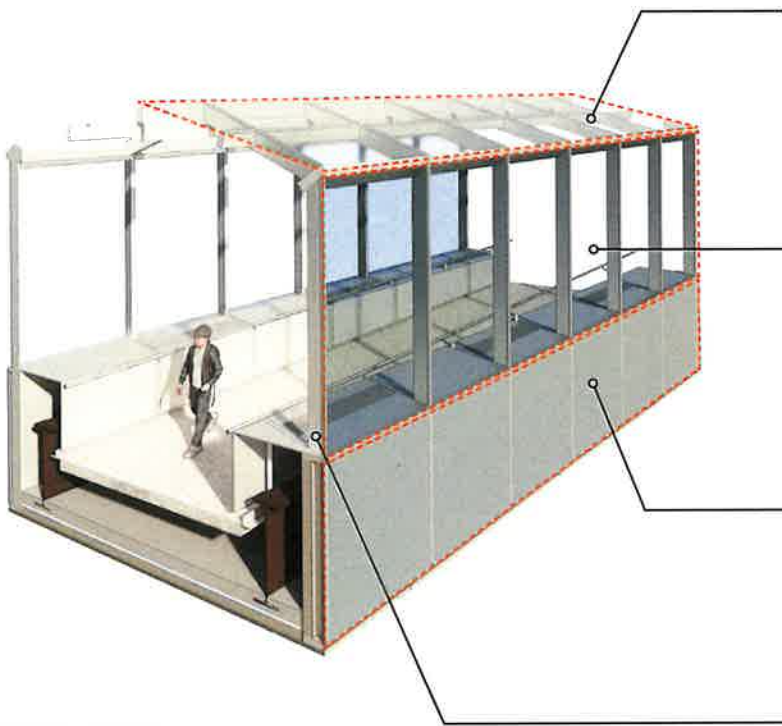
SECTION FACING EAST



ELEVATION FACING EAST

# BRIDGE ENVELOPE

## MATERIAL STUDY



ROOF GLAZING:  
GL3 - FRITTED  
LAMINATED GLASS (FOR  
SOLAR HEAT GAIN)  
AREA: 1,095 SF



VISION GLASS:  
**GL1 - BIRD-FRIENDLY  
GLASS**  
AREA: 1,324 SF

Base Price \$  
\*Price comparison based  
on typical clear insulated  
glass



1A: FRITTED GLASS



1B: ETCHED GLASS



1C: UV-COATED GLASS

- \$ X 1.2
- VARIOUS PATTERN

- \$ X 1.25
- VARIOUS PATTERN
- LESS VISIBLE THAN FRITTED GLASS

- \$ X 1.3
- INVISIBLE FOR HUMAN EYES BUT VISIBLE FOR BIRD EYES

SPANDREL GLASS:  
GL2 - INSULATED  
SPANDREL GLASS  
AREA: 840 SF



2A: FRITTED GLASS



2B: BACK-PAINTED GLASS

FACADE MULLION:  
SILVER PLATE



BRIDGE SECTIONAL AXON



DEPARTMENT OF PLANNING AND DEVELOPMENT  
CITY OF CHICAGO

July 7, 2020

Carol D. Stubblefield  
NEAL & LEROY, LLC  
20 S. Clark St., Suite 250  
Chicago, IL 60603

**Re: Minor change for PD No. 3, Subarea E, Connector between Galter and Feinberg Pavilions**

Dear Ms. Stubblefield:

Please be advised that your request for a minor change to Institutional Planned Development No. 3, ("PD 3"), Subarea E, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement Number 14 of PD 3.

Your client, Northwestern Memorial Hospital, along with the consent of Northwestern University, the zoning control party of PD 3, is seeking a minor change to allow for a rooftop connector between Galter and Feinberg Pavilions at 251 E. Huron St. There is an existing 9<sup>th</sup> floor connector between the two buildings and the proposed addition will sit atop it and consist of an approximately 15' wide by 96' long connector at the 10<sup>th</sup> thru 12<sup>th</sup> floors. The Hospital is converting medical office space in the Galter Pavilion into hospital space and the connectors will be used to safely transport patients, supplies, equipment, and food. There is no potential to add elevators to the Galter Pavilion. The connector will be set back from Huron St. approximately 100 feet, and 140 feet from Erie St., and therefore, will not be visible from either street. The cladding of the 4,900 square foot addition will match the size and finish of the existing 9<sup>th</sup> floor connector and it will align with the existing dimensional layout and coursing, as shown on the attached plans, elevations, and renderings.

With regard to your request, the Department of Planning and Development has determined that allowing the proposed rooftop addition will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

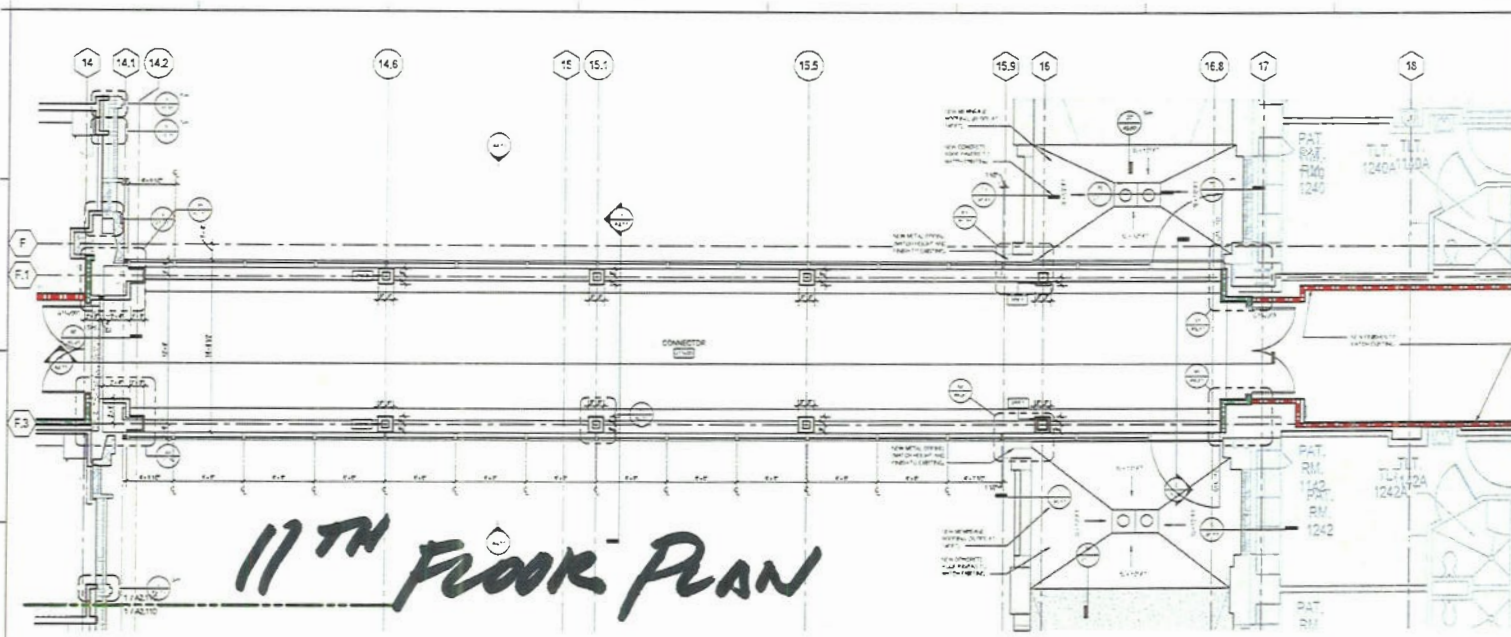
Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and PD 3, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,

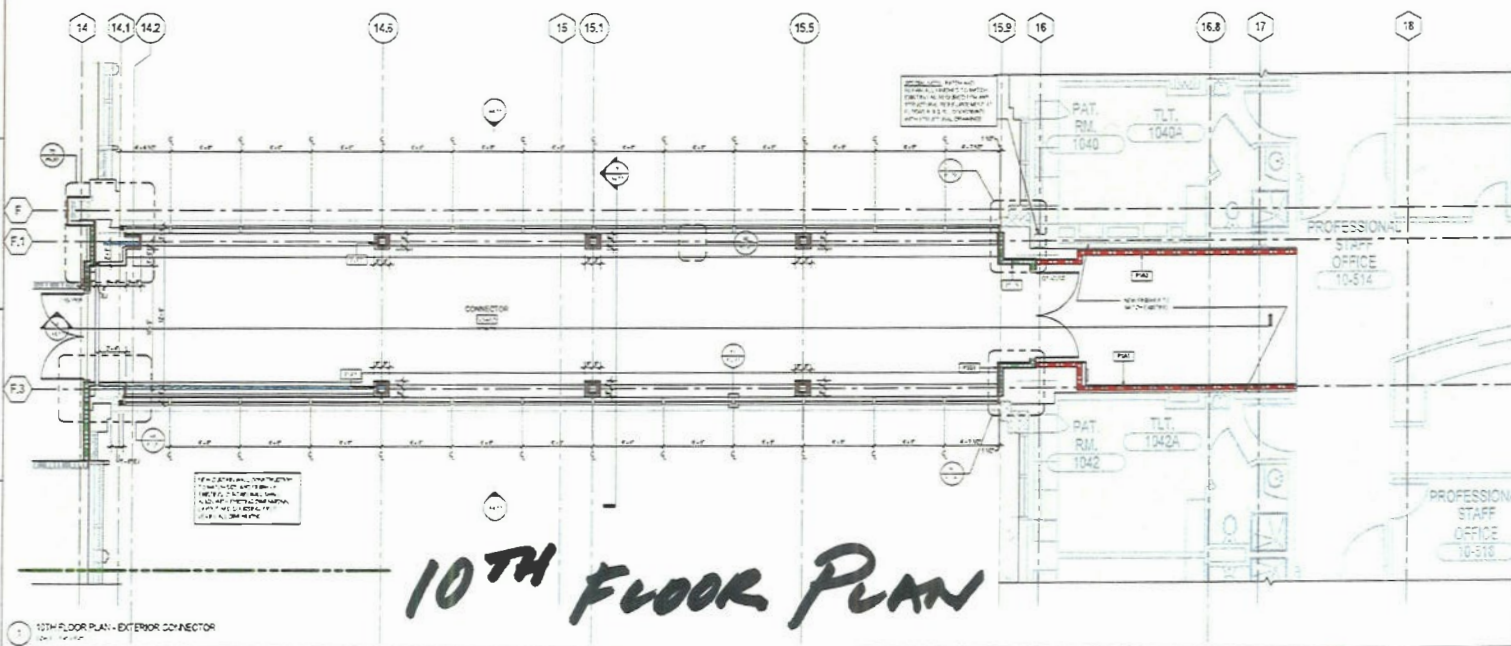
Steven Valenziano  
Assistant Zoning Administrator

C: Mike Marmo, Erik Glass, Main file





2 11TH FLOOR PLAN - CONNECTOR



1 10TH FLOOR PLAN - EXTERIOR CONNECTOR

**GRAPHIC LEGEND**

**SMITHGROUP**  
10 EAST WINDSOR DRIVE  
SUITE 300  
CHICAGO, IL 60601  
312.464.0000  
smithgroup.com

**GENERAL SHEET NOTES**

- REFER TO THE AIA SERIES DRAWINGS FOR ARCHITECTURAL GENERAL NOTES, DRAWING REFERENCE AND METRIC SYMBOLS AS WELL AS DIMENSIONS AND ANNOTATIONS LISTED ON THE DRAWING.
- VERTICAL ELEVATIONS ON THIS PLAN ARE SHOWN RELATIVE TO THE FINISH FLOOR DESIGN REFERENCE ELEVATION UNLESS OTHERWISE NOTED. REFER TO THE REFERENCE ELEVATION PARTINGS LOCATED IN THE A1 SERIES SHEETS.
- FOR BASIC LIFE SAFETY AND CODE INFORMATION APPLICABLE TO THIS PROJECT, REFER TO THE C SERIES SHEETS LOCATED FOR THE PROJECT SHEET PACK.
- REFER TO THE A3 SERIES SHEETS FOR THE REFLECTED CEILING PLANS.
- REFER TO THE A4 SERIES SHEETS FOR INTERIOR ELEVATIONS.
- REFER TO AND COORDINATE WITH PLUMBING, MECHANICAL, AND ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION SHOWN ON THIS SHEET.
- REFER TO THE A6 SERIES SHEETS FOR PARTITION TYPE DESIGNATION.
- REFER TO THE A7 SERIES SHEETS FOR EXTERIOR FINISH INFORMATION.
- ITEMS AND EQUIPMENT SHOWN GREY OR DASHED ARE NOT INCLUDED IN THIS PACKAGE. REFER TO MEDICAL EQUIPMENT DRAWINGS FOR ADDITIONAL INFORMATION.
- PROVIDED 1 HOUR SEPARATION BETWEEN THE 10TH FLOOR AND 11TH THROUGH THE ADDITION OF REINFORCING TO THE UNDERSIDE OF THE 10TH FLOOR SLAB. THE EXISTING SLAB IS 2 HOUR RATING.
- PROVIDED 1 HOUR SEPARATION BETWEEN THE 10TH FLOOR CONNECTOR AND 10TH FLOOR CONNECTOR THROUGH THE ADDITION OF REINFORCING TO THE UNDERSIDE OF THE 10TH FLOOR SLAB. THE EXISTING SLAB IS 2 HOUR RATING.

**SMITHGROUP**  
10 EAST WINDSOR DRIVE  
SUITE 300  
CHICAGO, IL 60601  
312.464.0000  
smithgroup.com

WALSH CONSULTING GROUP INC.  
1111 N. LAKE ST.  
CHICAGO, IL 60610  
312.464.0000  
walshcg.com

LADDEN ASSOCIATES INC.  
1111 N. LAKE ST.  
CHICAGO, IL 60610  
312.464.0000  
laddena.com

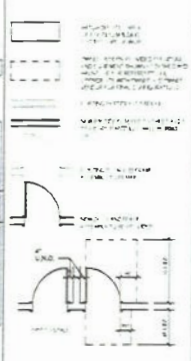
ENVIRONMENTAL DESIGN SYSTEMS INC.  
1111 N. LAKE ST.  
CHICAGO, IL 60610  
312.464.0000  
edsinc.com

**NOT FOR CONSTRUCTION**

10TH & 11TH FLOOR PLAN  
- AREA E

**A2.11E**

**GRAPHIC LEGEND**



NORTHWESTERN MEMORIAL HOSPITAL  
SOUTH FLOORS 11, 12, INPATIENT  
AND PROBLE

**SMITHGROUP**

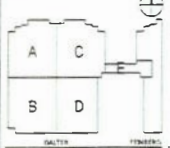
2 EAST WACKER DRIVE  
SUITE 900  
CHICAGO, IL 60601  
PH: 312.527.7000  
WWW.SGPH.COM

**GENERAL SHEET NOTES**

- A. REFER TO THE A2 SERIES DRAWINGS FOR ARCHITECTURAL GENERAL NOTES, DRAWING REFERENCE AND MATERIAL SYMBOLS AS WELL AS DIMENSIONS AND ANNOTATION USED IN THIS DRAWING.
- B. VERTICAL ELEVATIONS ON THIS PLAN ARE SHOWN RELATIVE TO THE FINISH FLOOR SLAB OR FLOOR ELEVATION UNLESS OTHERWISE NOTED. REFER TO THE REFERENCED ELEVATION DRAWINGS LOCATED IN THE A2 SERIES SHEETS.
- C. FOR BASE LIFE SAFETY AND CODE INFORMATION APPLYING TO THIS PROJECT REFER TO THE A2 SERIES SHEETS LOCATED IN THE PROJECT SHEET INDEX.
- D. REFER TO THE A2 SERIES SHEETS FOR THE REFLECTED CEILING PLAN.
- E. REFER TO THE A2 AND A3 SERIES SHEETS FOR EXTERIOR ELEVATIONS.
- F. REFER TO AND COORDINATE WITH PLUMBING, MECHANICAL AND ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION NOT SHOWN ON THIS SHEET.
- G. REFER TO THE A3 SERIES SHEETS FOR PARTITION THE DESIGNATIONS.
- H. REFER TO THE A3 SERIES SHEETS FOR INTERIOR FINISH INFORMATION.

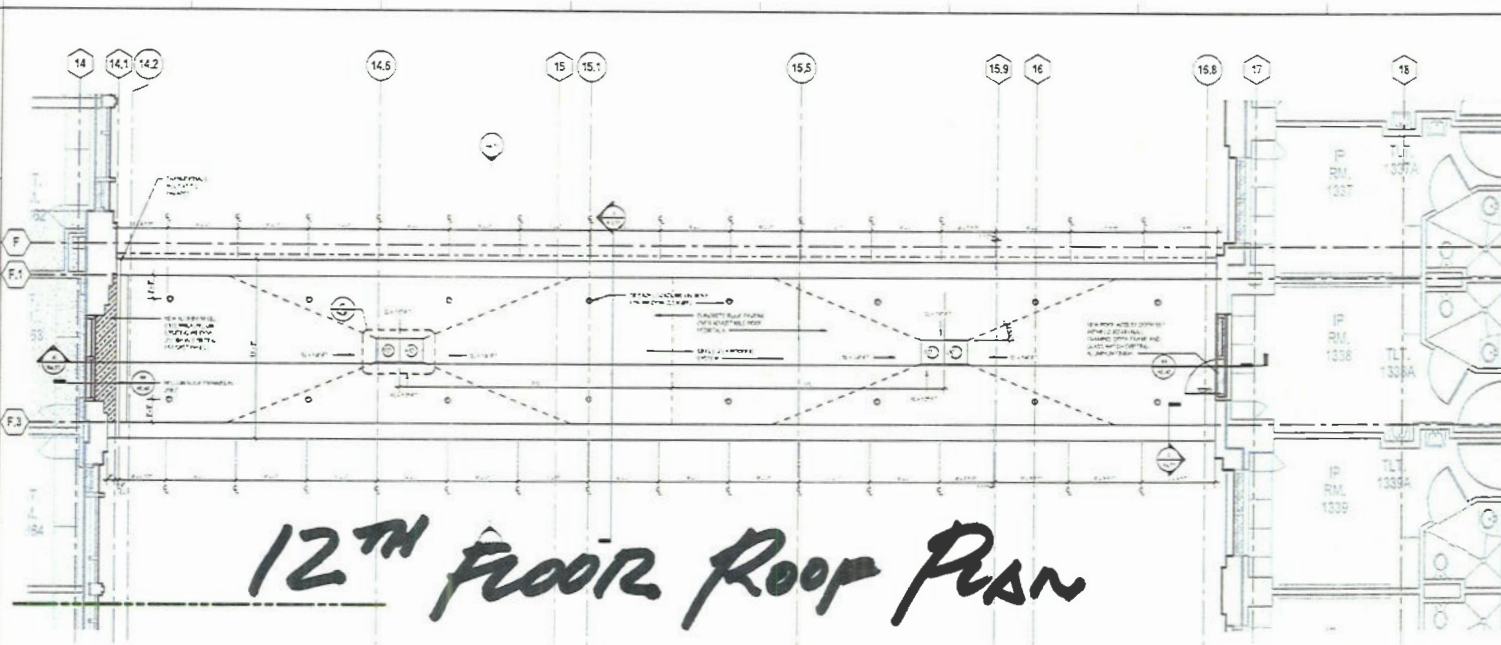
- I. ITEMS AND EQUIPMENT SHOWN GREY OR DASHED ARE NOT INCLUDED IN THIS PACKAGE. REFER TO MECHANICAL/ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
- J. PROVIDE 18" LISTED 2-HOUR SEPARATION BETWEEN THE 11TH FLOOR AND 12TH THROUGH THE ADDITION OF REINFORCING TO THE UNDERSIDE OF THE 12TH FLOOR SLAB. THE EXISTING SLAB IS 4-HOUR RATING.
- K. PROVIDE 18" LISTED 2-HOUR SEPARATION BETWEEN THE 11TH FLOOR CONNECTOR AND 12TH FLOOR CONNECTOR THROUGH THE ADDITION OF REINFORCING TO THE UNDERSIDE OF THE 11TH FLOOR SLAB. THE EXISTING SLAB IS 4-HOUR RATING.

**NOT FOR CONSTRUCTION**



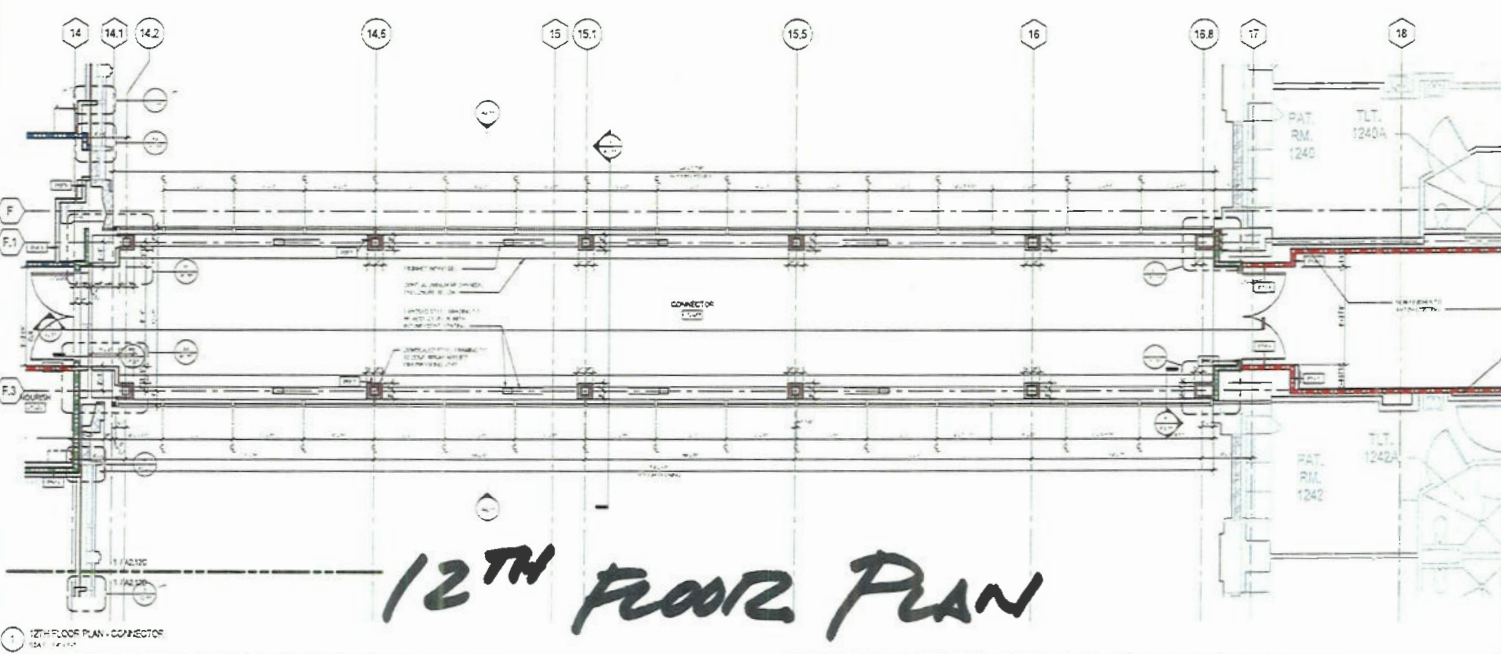
12TH & ROOF FLOOR PLAN - AREA E

SCALE: 1/8" = 1'-0"  
DATE: 11/01/2011  
**A2.12E**



**12<sup>TH</sup> FLOOR ROOF PLAN**

2 12TH FLOOR CONNECTOR ROOF PLAN (LEVEL 13)  
11/01/2011

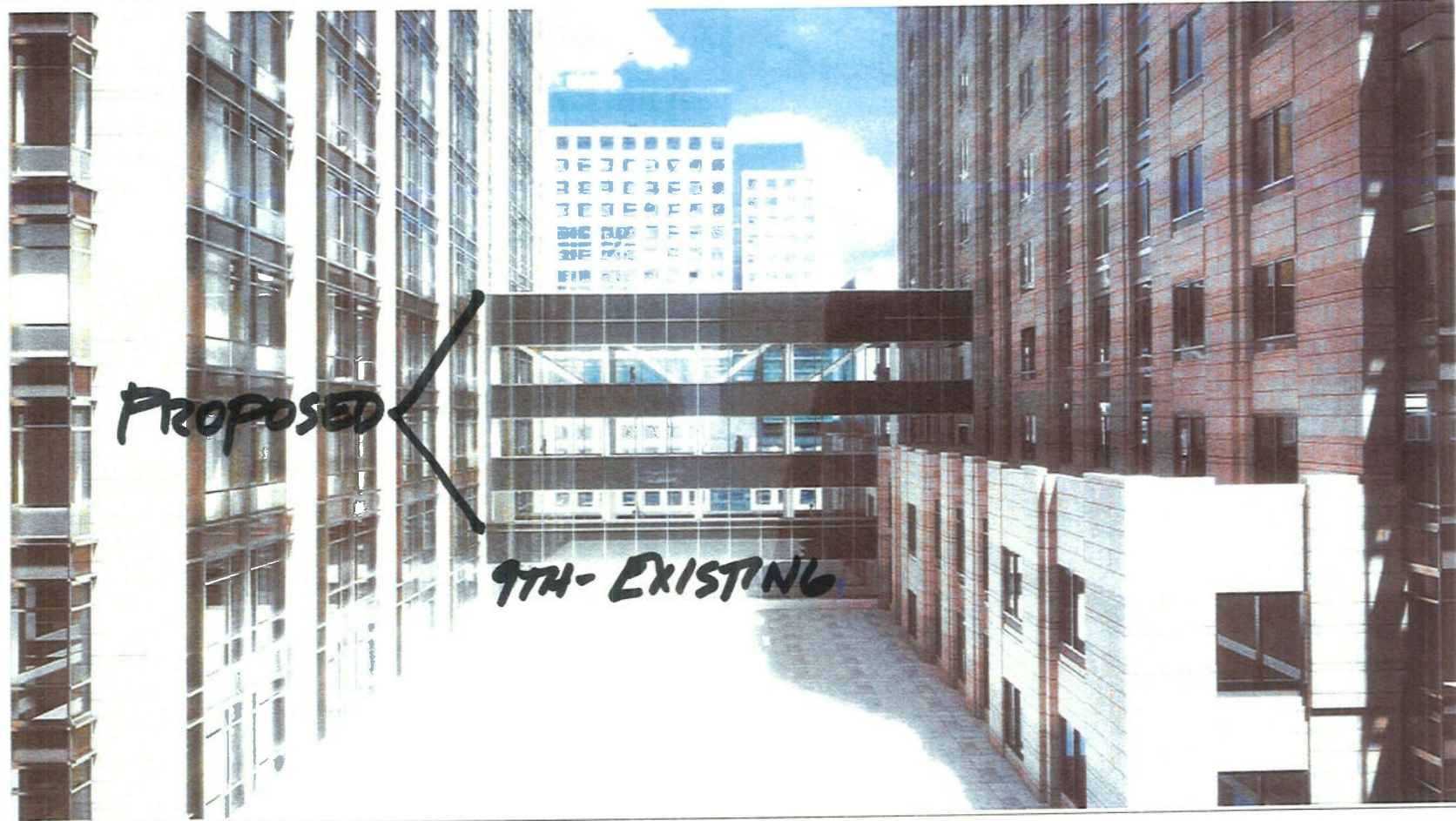


**12<sup>TH</sup> FLOOR PLAN**

1 12TH FLOOR PLAN - CONNECTOR  
11/01/2011



# CONNECTING CORRIDOR





DEPARTMENT OF PLANNING AND DEVELOPMENT  
CITY OF CHICAGO

January 2, 2020

Carol D. Stubblefield  
Neal & Leroy, LLC  
120 N. LaSalle St.  
Suite 2600  
Chicago, IL 60602

**Re: REVISED Minor change for PD No. 3, Sub area E, Northwestern Memorial Hospital's Galter Pavilion, 201 E. Huron St., Entryway elimination**

Dear Ms. Stubblefield:

Please be advised that your request for a minor change to Institutional Planned Development No. 3 ("PD 3"), as amended, has been reconsidered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 14 of PD 3.

On November 15, 2019, Northwestern Memorial Hospital's ("NMH") minor change request to enclose the Huron St. entrance to the Galter Pavilion at 201 E. Huron St. with a combination of clear and translucent glass storefront system was denied. While we still would prefer the replacement of an active, clear glass entryway with a fully clear glass storefront, we also understand the hospital's security and safety concerns. Additionally, NMH has a mixture of clear, translucent, and spandrel glass on this and adjacent buildings.

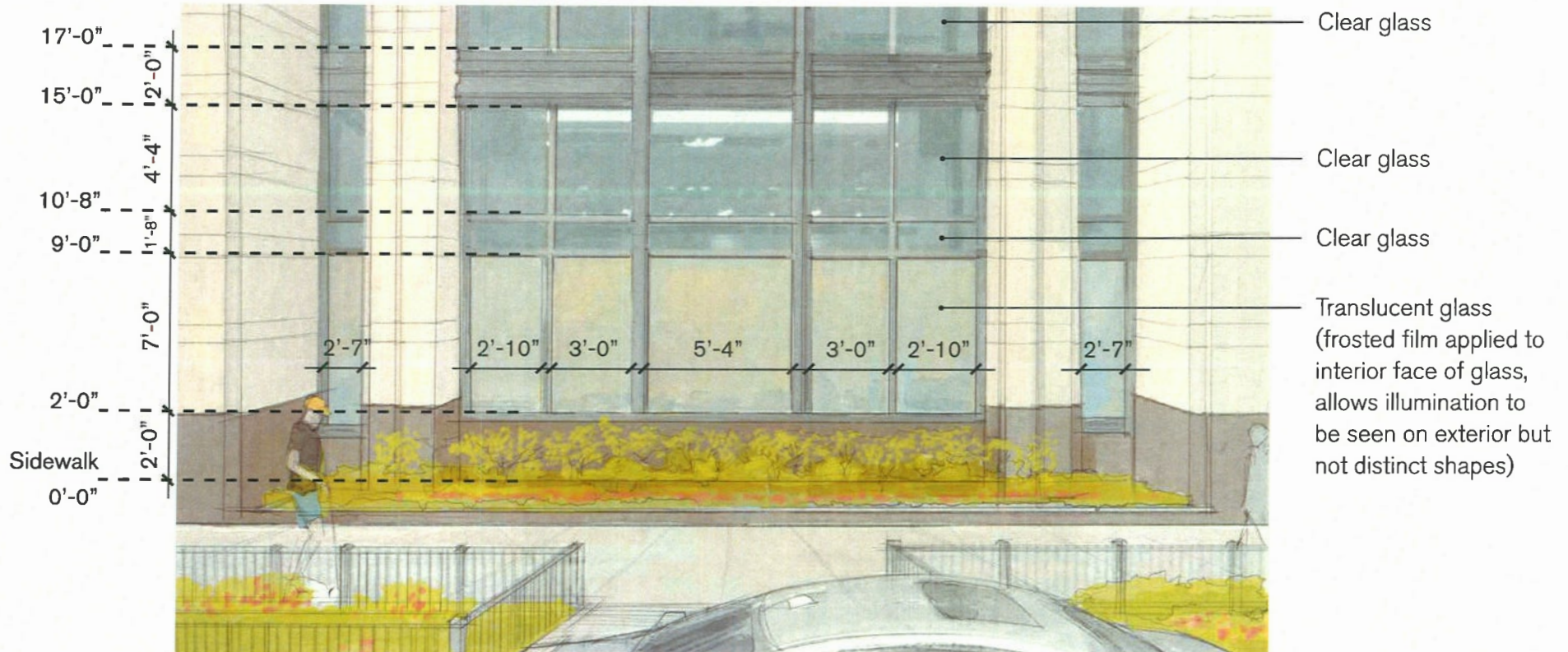
Therefore, the Department of Planning and Development has determined that allowing the opening to be replaced with a combination of translucent glass with clear glass above, and landscaped as shown on the attached rendering, will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and PD 3, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,  
  
Patrick Murphey  
Zoning Administrator

C: Mike Marmo, Erik Glass, Janice Hill, Main file

# Galter Huron Street Entry - Proposed



All dimensions are to edge of glass unless noted otherwise



DEPARTMENT OF PLANNING AND DEVELOPMENT  
CITY OF CHICAGO

November 15, 2019

Carol D. Stubblefield  
Neal & Leroy, LLC  
120 N. LaSalle St., Suite 2600  
Chicago, IL 60602

**Re: Minor change denial for PD No. 3, Sub area E, Northwestern Memorial Hospital's Galter Pavilion, 201 E. Huron St., Entryway elimination**

Dear Ms. Stubblefield:

Please be advised that your request for a minor change to Institutional Planned Development No. 3 ("PD 3"), as amended, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 14 of PD 3.

You are requesting on behalf of your client, Northwestern Memorial Hospital ("NMH"), a minor change to enclose the Huron St. entrance to the Galter Pavilion at 201 E. Huron St. As shown on the attached drawing, a new fixed, glass storefront system would be installed and as a result, approximately 15 square feet of new interior space would be added. The new space would provide for a central wheelchair staging area and relocated customer service desk. The clear glass entryway would be replaced with a combination of fixed, opaque glass and clear glass.

With regard to your request, we do not support the replacement of an active, clear glass entryway with a partially obscured storefront along Huron St. While understanding NMH proposes to use this space for wheelchair storage, we encourage the use of clear glass for the entire opening so that the public way remains as active as possible. Additionally, according to the photo submitted with your request, clear glass, rather than frosted glass, currently exists in the storefront systems on either side of the existing entryway.

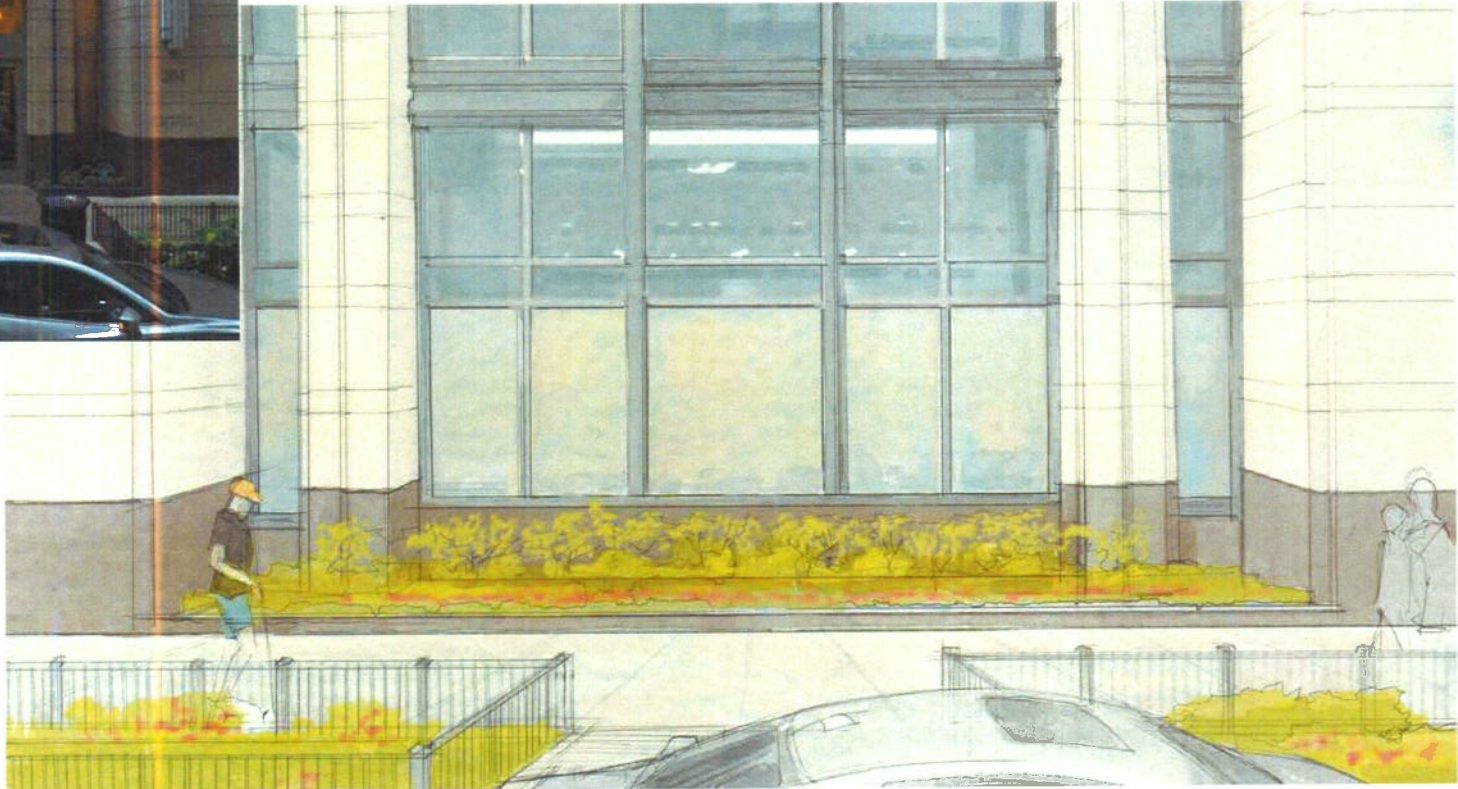
Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Institutional Planned Development No. 3, I hereby deny the proposed replacement of the existing entryway with the proposed frosted and clear glass configuration as shown on the attached.

Sincerely,

Patrick Murphey  
Zoning Administrator

C: Mike Marmo, Erik Glass, Janice Hill, Main file

# Galter Huron Entry





DEPARTMENT OF PLANNING AND DEVELOPMENT  
CITY OF CHICAGO

March 14, 2018

Carol D. Stubblefield  
Neal & Leroy, LLC  
120 N. LaSalle Street  
Suite 2600  
Chicago, IL 60602

**Re: Administrative Relief request for Institutional Planned Development No. 3, Sub area E,  
Northwestern Memorial Hospital's Emergency Dept. Renovation, 272 E. Erie Street**

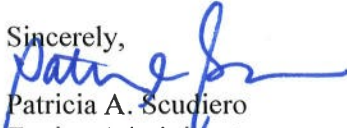
Dear Ms. Stubblefield:

Please be advised that your request for a minor change to Institutional Planned Development No. 3 ("PD 3"), as amended, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 14 of PD 3.

You are requesting on behalf of your client, Northwestern Memorial Hospital, administrative relief to enclose approximately 2,260 square feet of driveway space currently being used for the emergency dept. patient entrance and add an approximately 1,005 square foot mezzanine storage addition above. New patient ingress and egress will be relocated from E. Erie St. to Feinberg Dr. and the landscaping along E. Erie St. will be revised. The following attached drawings, dated March 7, 2018, shall be inserted into the main file: Floor Plan-First Floor, Floor Plan-Mezzanine Level, Proposed Landscape Plan, Exterior Elevation-Erie St. and Exterior Elevation-Drive Through.

With regard to your request, the Department of Planning and Development has determined that allowing the proposed modifications will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change. CDOT is aware of and supports the proposed changes, including the elimination of a curb cut along E. Erie St.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Institutional Planned Development No. 3, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

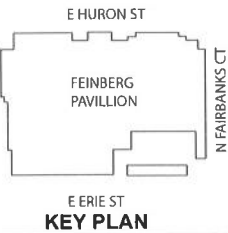
Sincerely,  
  
Patricia A. Scudiero  
Zoning Administrator

C: Mike Marmo, Erik Glass, Fernando Espinoza, Ron Daye, Main file




**NOTES:**

AREA OF IN-FILL ON 1ST FLOOR IS EXISTING PATIENT DROP OFF AREA WITHIN BUILDING ENCLOSURE.

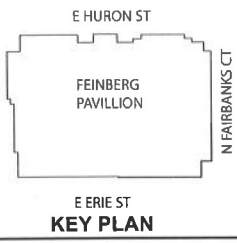


© 2018 HKS, INC.


	<b>ARCHITECT</b> <b>HKS, INC.</b> 125 S CLARK ST Suite 1100 Chicago, IL 60603	<b>LOCATION</b> <b>NORTHWESTERN MEMORIAL HOSPITAL</b> 251 E HURON ST, CHICAGO, IL, 60611	<b>JOB NAME</b> <b>FEINBERG 1</b> <b>EMERGENCY DEPARTMENT RENOVATION</b>		
	<b>DESCRIPTION</b> <b>FLOOR PLAN - FIRST FLOOR</b>	<b>DATE</b> <b>03-07-18</b>	<b>PROJECT NUMBER</b> <b>21214.000</b>	<b>DRAWING REF.</b> <b>A2.01.1</b>	<b>SKETCH NUMBER</b> <b>ZON-6</b>

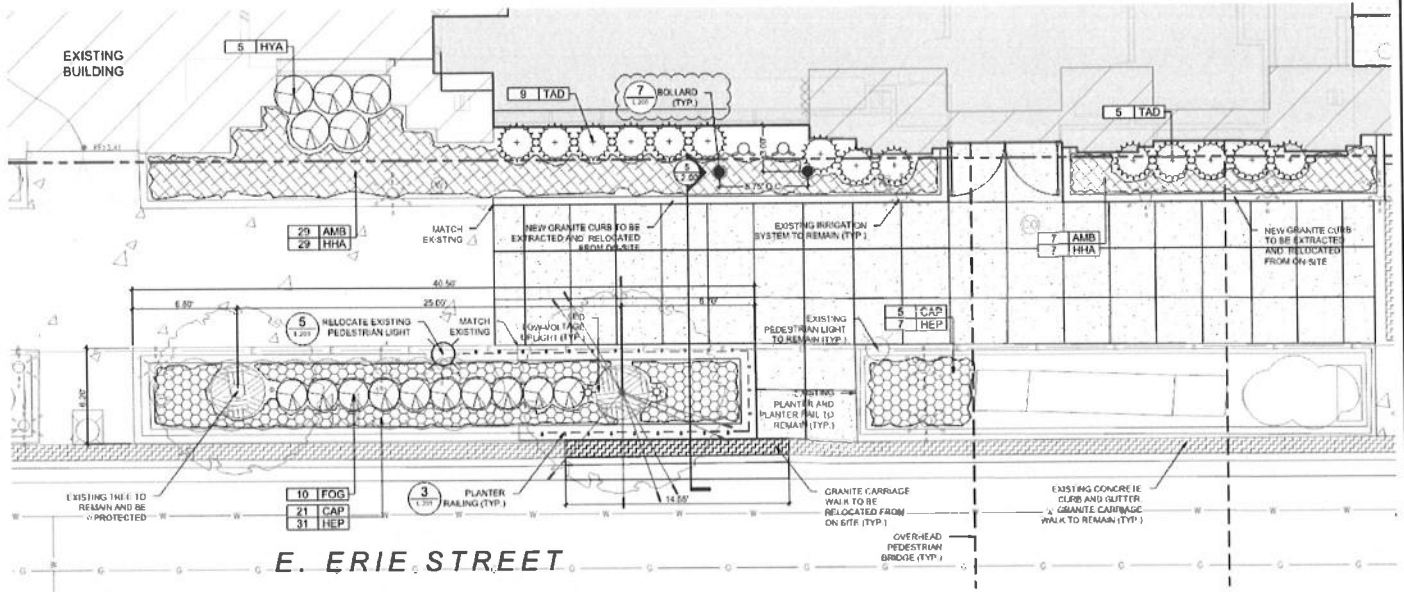


Mezzanine Level -  
New Storage Room - 1,003 SF



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	<b>ARCHITECT</b> <b>HKS, INC.</b> 125 S CLARK ST Suite 1100 Chicago, IL 60603	<b>LOCATION</b> <b>NORTHWESTERN</b> <b>MEMORIAL HOSPITAL</b> 251 E HURON ST, CHICAGO, IL, 60611	<b>JOB NAME</b> <p style="text-align: center;"><b>FEINBERG 1</b>  <b>EMERGENCY DEPARTMENT RENOVATION</b></p>		
	<b>DESCRIPTION</b> <b>FLOOR PLAN -</b> <b>MEZZANINE LEVEL</b>	<b>DATE</b> <b>03-07-18</b>	<b>PROJECT NUMBER</b> <b>21214.000</b>	<b>DRAWING REF.</b> <b>A2.02.1</b>	<b>SKETCH NUMBER</b> <b>ZON-7</b>

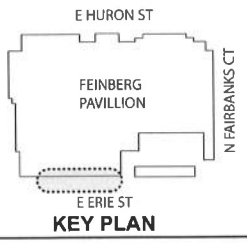


**Northwestern Memorial Hospital Plant Schedule**

Qty.	Key	Botanical name	Common name	Size	Notes
<b>SHADE TREES</b>					
1	GLT	<i>Gleditsia triacanthos</i> 'Skyline' or 'Shademaster	Thomless Honeylocust	4" cal.	B&B
<b>DECIDUOUS SHRUBS</b>					
10	FOG	<i>Fothergilla gardenii</i>	Dwarf Fothergilla	36" Ht.	#3 Cont.
5	HYA	<i>Hydrangea arborescens</i> 'Annabelle'	Annabelle Hydrangea	24" Ht.	B&B 36" o.c.
<b>EVERGREEN SHRUBS</b>					
14	TAD	<i>Taxus media</i> 'Densifolia'	Densifolia Yew	24" Ht.	B&B
<b>PERENNIALS</b>					
36	AMB	<i>Astilbe chinensis</i> 'Visions in Pink'	Visions in Pink Astilbe	#1 Cont.	18" o.c.
31	HEP	<i>Heuchera</i> 'Palace Purple'	Palace Purple Heuchera (Coralbelle)	#1 Cont.	18" o.c.
36	HHA	<i>Hoste</i> 'Halcyon'	Halcyon Hosta	#1 Cont.	18" o.c.
<b>ORNAMENTAL GRASSES</b>					
21	CAP	<i>Carex pensylvanica</i>	Oak Sedge	#1 Cont.	18" o.c.

- Notes:
- A. All plant materials shall be specimen quality. Trees shall be matched specimens from same nursery & t
  - B. All plant materials shall be B&B unless otherwise noted. Bare root plant materials will not be accepted.
  - C. In the event of a discrepancy in plant quantities between the plan and plant schedule, the number of symbols shown on the landscape plan should be installed.

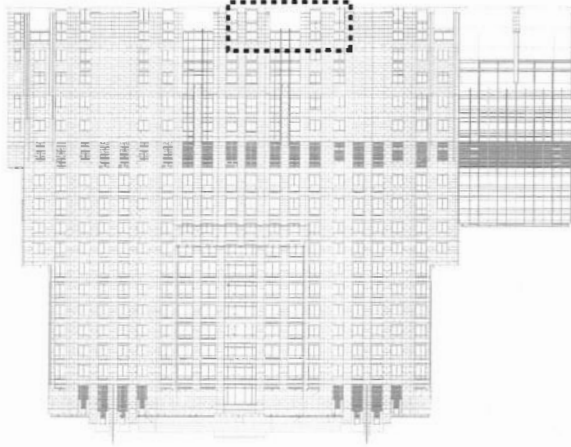
- NOTES:**
1. LANDSCAPE PLANTERS TO BE ENLARGED AT REMOVAL OF EXISTING DRIVEWAY
  2. APPROXIMATELY 150 SQUARE FEET OF NEW LANDSCAPING TO BE PROVIDED.
  3. PLANTINGS, STREETSCAPE DETAILS TO BE SIMILAR TO EXISTING (STONE CURBS, FENCING, ETC.)



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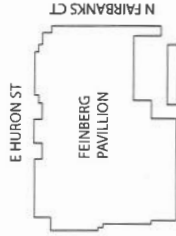
	<b>ARCHITECT</b> <b>HKS, INC.</b> 125 S CLARK ST Suite 1100 Chicago, IL 60603	<b>LOCATION</b> <b>NORTHWESTERN</b> <b>MEMORIAL HOSPITAL</b> 251 E HURON ST, CHICAGO, IL, 60611	<b>JOB NAME</b> <b>FEINBERG 1</b> <b>EMERGENCY DEPARTMENT RENOVATION</b>		
	<b>DESCRIPTION</b> <b>LANDSCAPE PLAN -</b> <b>ERIE ST</b>	<b>DATE</b> <b>03-07-18</b>	<b>PROJECT NUMBER</b> <b>21214.000</b>	<b>DRAWING REF.</b> <b>L1.00</b>	<b>SKETCH NUMBER</b> <b>ZON-3</b>

# FEINBERG PAVILLION BUILDING ELEVATION



## NOTES:

- EXISTING DRIVE TO BE INFILLED WITH NEW CURTAIN WALL, GLAZING, LOUVERS AND GRANITE BASE PER ELEVATION.
- ALL MATERIAL (ALUMINUM, GLAZING, LOUVERS, STONE BASE) TO BE SIMILAR TO EXISTING.



### KEY PLAN

# HKS

**ARCHITECT**  
**HKS, INC.**  
 125 S CLARK ST  
 Suite 1100  
 Chicago, IL 60603

**LOCATION**  
**NORTHWESTERN**  
**MEMORIAL HOSPITAL**  
 251 E HURON ST,  
 CHICAGO, IL, 60611

**JOB NAME**

**FEINBERG 1**  
**EMERGENCY DEPARTMENT RENOVATION**

© 2018 HKS, INC.

DESCRIPTION

**EXTERIOR ELEVATION -**  
**ERIE ST**

DATE

**03-07-18**

PROJECT NUMBER

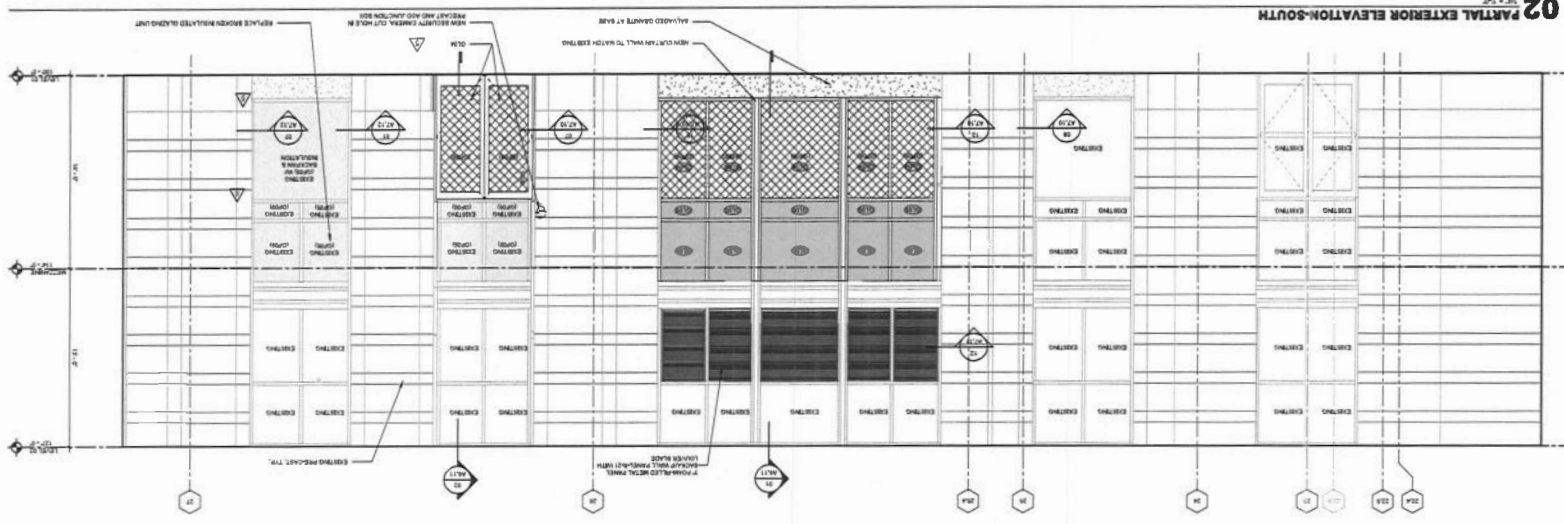
**21214.000**

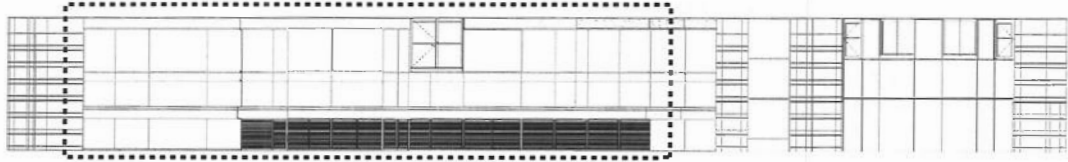
DRAWING REF.

**A5.01**

SKETCH NUMBER

**ZON-4**





KEY PLAN

**HKS**

ARCHITECT  
**HKS, INC.**  
 125 S CLARK ST  
 Suite 1100  
 Chicago, IL 60603

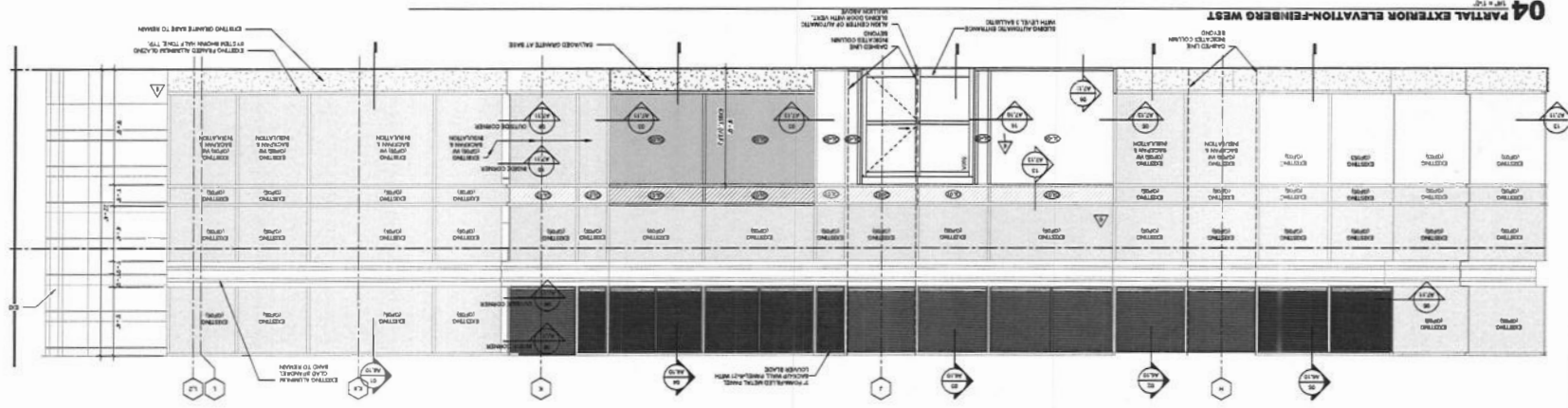
LOCATION  
**NORTHWESTERN  
 MEMORIAL HOSPITAL**  
 251 E HURON ST,  
 CHICAGO, IL, 60611

JOB NAME

**FEINBERG 1  
 EMERGENCY DEPARTMENT RENOVATION**

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FEINBERG DRIVE THROUGH ELEVATION



NOTES:

1. EXISTING DRIVE TO BE INFILLED WITH NEW CURTAIN WALL, GLAZING, LOUVERS AND GRANITE BASE PER ELEVATION.
2. ALL MATERIAL (ALUMINUM, GLAZING, LOUVERS, STONE BASE) TO BE SIMILAR TO EXISTING.

DESCRIPTION

**EXTERIOR ELEVATION -  
 DRIVE THROUGH**

DATE

**03-07-18**

PROJECT NUMBER

**21214-000**

DRAWING REF.

**A5.01**

SKETCH NUMBER

**ZON-5**



DEPARTMENT OF PLANNING AND DEVELOPMENT  
CITY OF CHICAGO

April 1, 2016

Scott Saef  
Sidley Austin LLP  
One South Dearborn Street  
Chicago, IL 60603

**Re: Administrative Relief request for Institutional Planned Development No. 3  
Sub areas A and B, Northwestern University Feinberg School of Medicine  
Proposed pedestrian overpass between the Biomedical Research Center at 303 E.  
Superior St. and the Searle Medical Research Building at 320 E. Superior St.**

Dear Mr. Saef:

Please be advised that your request for a minor change to Institutional Planned Development No. 3 ("PD 3"), as amended, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 14 of PD 3.


Northwestern University ("NU") is requesting administrative relief to allow for modifications to the proposed pedestrian overpass connection between the second level of the Louis A. Simpson and Kimberly K. Querrey Biomedical Research Center at 303 E. Superior St. and the third level of the Searle Medical Research Building at 320 E. Superior St. The conceptual design and location of the overpass was approved as part of the Biomedical Research Center's site plan approval issued on February 23, 2015. However, the overpass has undergone design refinements since that time primarily to its northern terminus. Adjacent to the Searle Medical Research Building, the width and profile of the overpass has shrunk due to the elimination of an elevator. (Vertical transport between the first and second levels of the overpass will now occur through the use of the interior elevators as opposed to the originally contemplated elevator within the overpass itself). The current design of the overpass also incorporates a bracing structure in the Superior St. sidewalk, on the north side of Superior St.

The pedestrian overpass will provide a weather-protected link between NU medical research facilities on the north and south sides of Superior St. and the clinical treatment areas of Northwestern Memorial Hospital and the Ann & Robert H. Lurie Children's Hospital of Chicago situated west of Fairbanks Ct. Both buildings are owned by NU, the zoning controlling party for PD 3. The attached Superior Street Pedestrian Overpass Plans and Elevations, dated December 2, 2015, along with a revised PD 3 Pedestrian Overpass Plan and Generalized Land Use and Sub-Area Map, both dated March 14, 2016, shall be inserted in the main file.

With regard to your request, the Department of Planning and Development has determined that allowing the proposed modifications to the Superior St. pedestrian overpass will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change. Furthermore, pedestrian overpasses are contemplated by Statement 12(e) of PD 3 so long as they are constructed in substantial conformity with PD 3 approved Site Plans, the PD 3 Pedestrian Overpass Plans and the PD 3 Generalized Land Use and Subarea Map.

Accordingly, pursuant to the authority granted by the Chicago-Zoning Ordinance and Institutional Planned Development No. 3, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

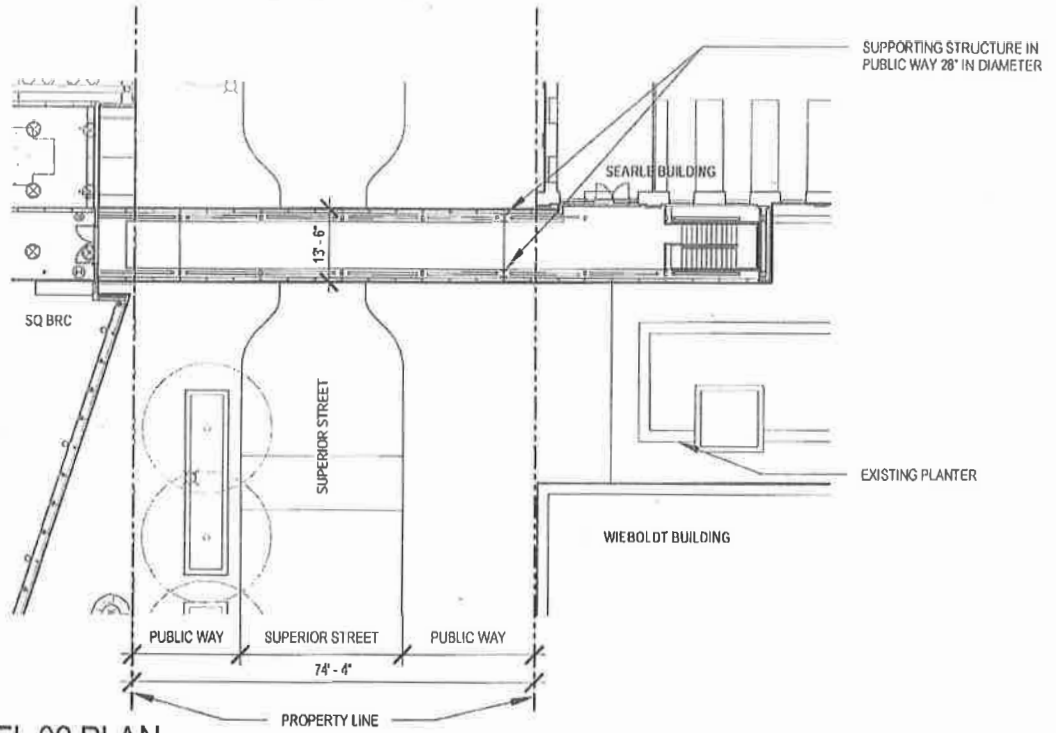
Sincerely,



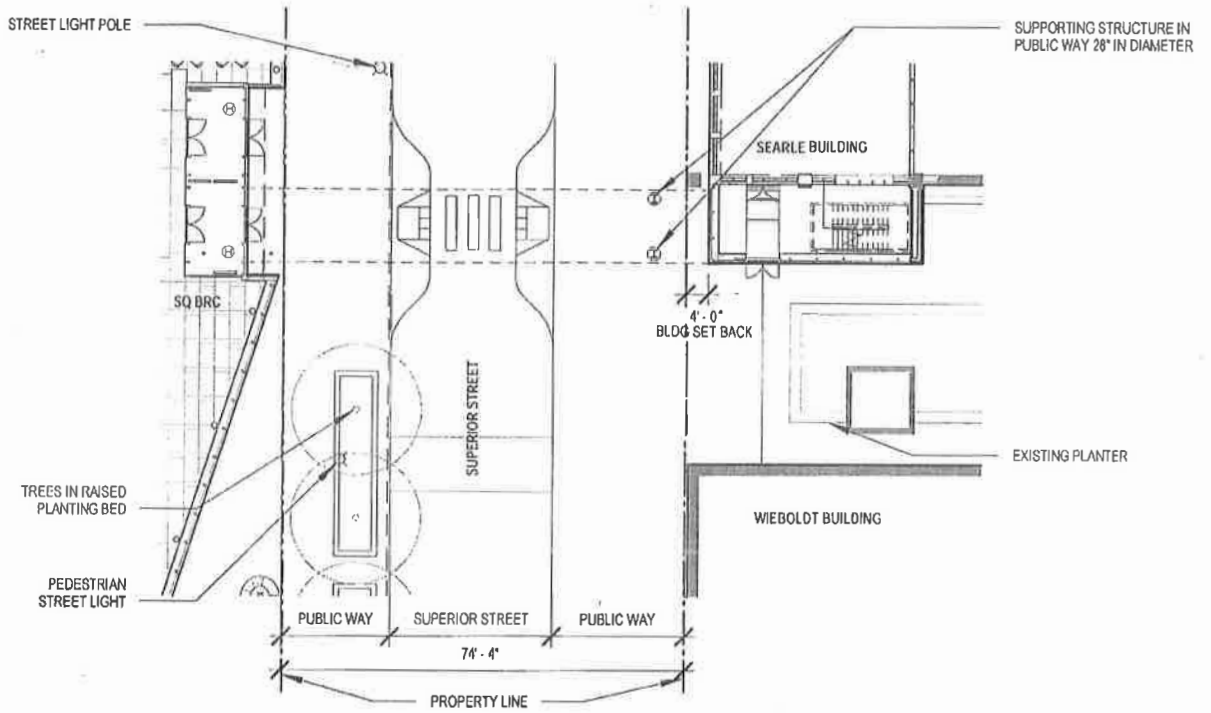
Patricia A. Scudiero  
Zoning Administrator

PAS:PM:tm

C: Mike Marmo, Erik Glass, Fernando Espinoza, Main file



1 LEVEL 02 PLAN



2 LEVEL 01 PLAN

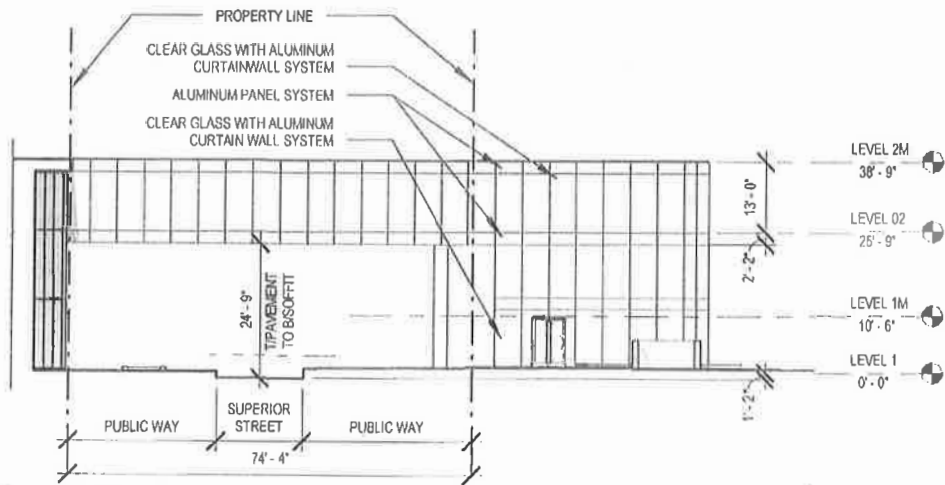


AREA USE OF PUBLIC WAY: 1003 sf

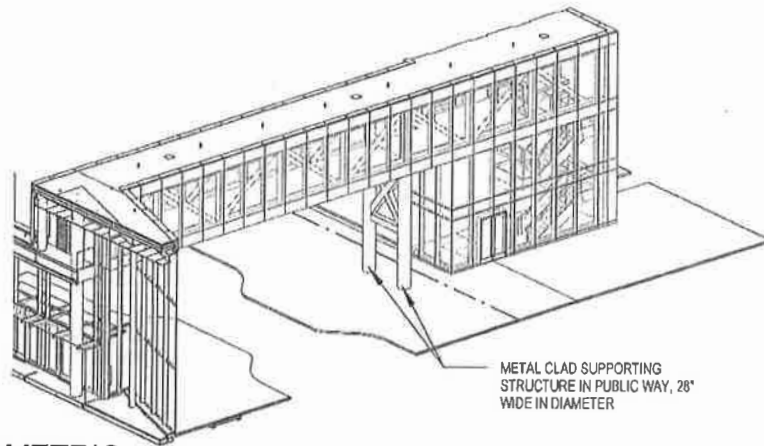
Sheet Title: SUPERIOR STREET PEDESTRIAN OVERPASS  
 Applicant: Northwestern University  
 Address: 303 E. Superior Street  
 Date: December 2, 2015

**PERKINS  
 + WILL**  
 330 N. Wabash Avenue  
 Chicago, IL 60611  
 perkinswill.com

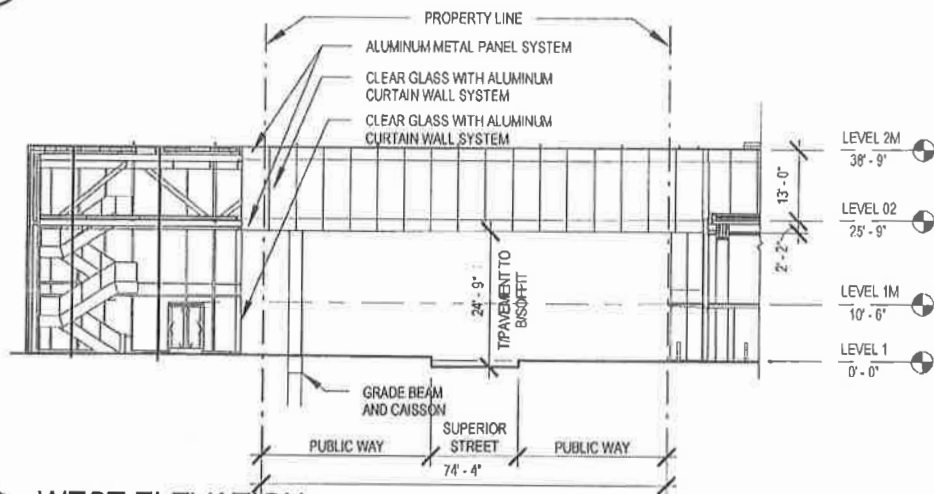
Copyright © 2014 Perkins+Will



1 EAST ELEVATION



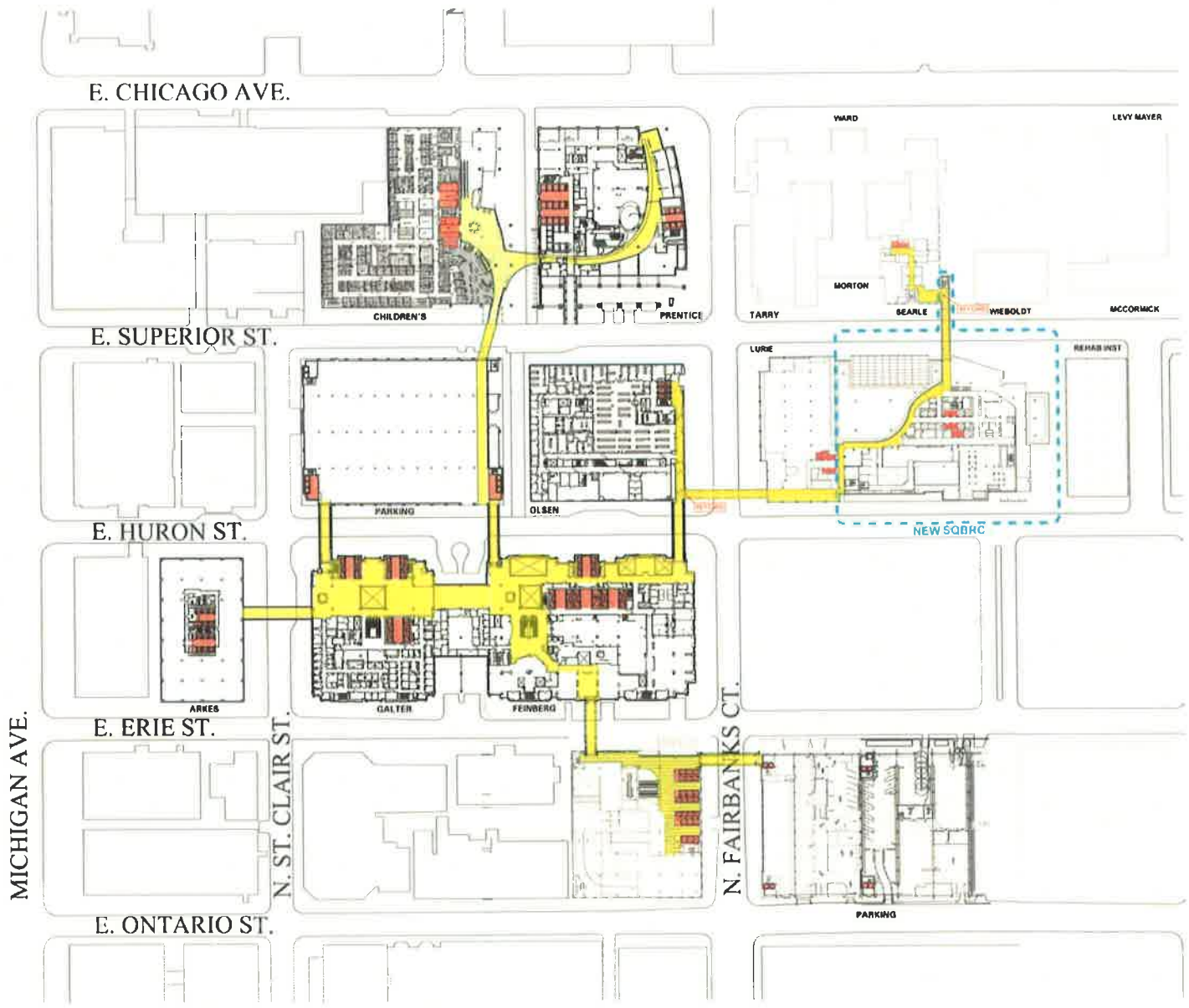
2 AXONOMETRIC



3 WEST ELEVATION

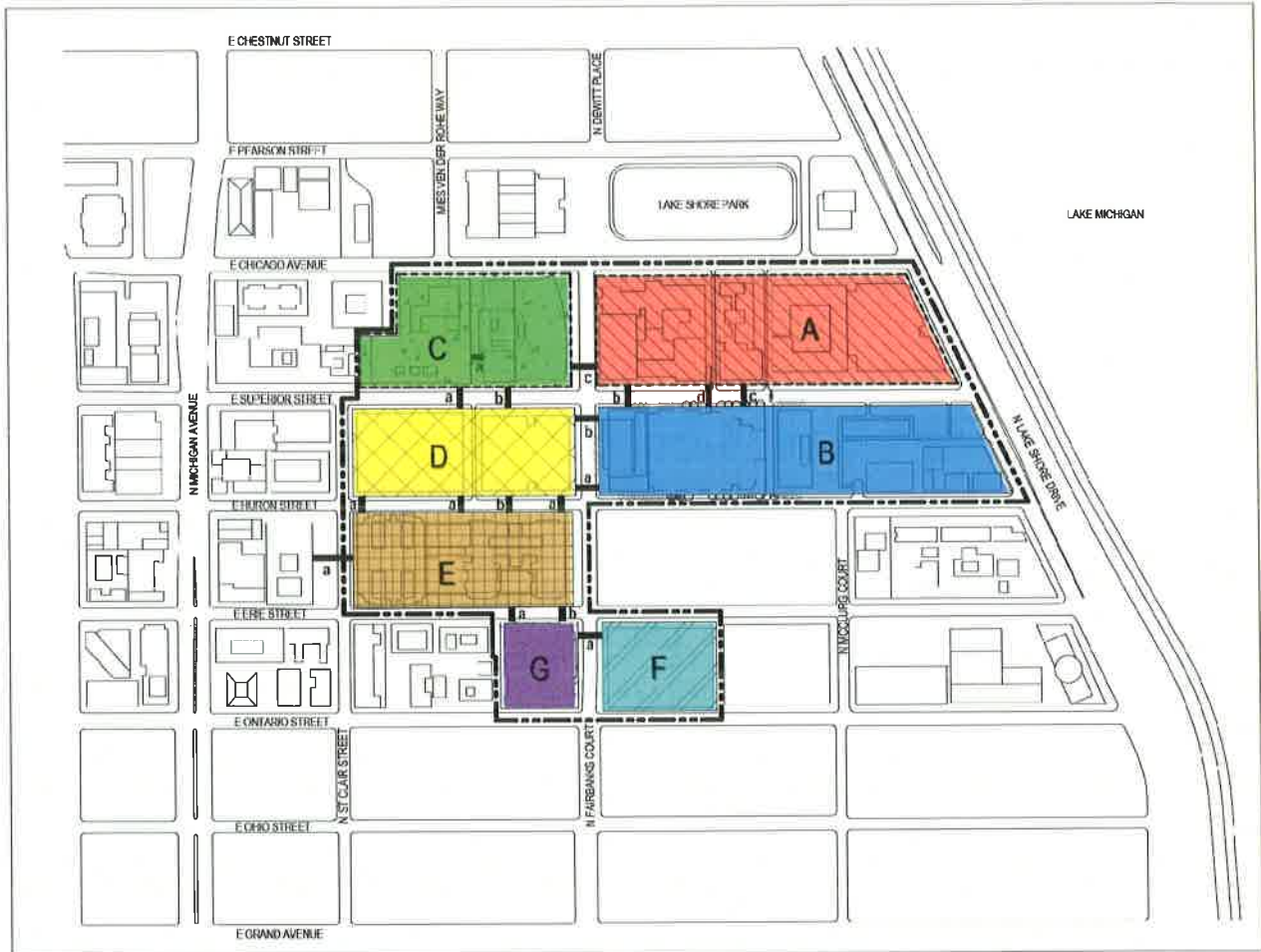
Sheet Title: SUPERIOR STREET PEDESTRIAN OVERPASS ELEVATIONS  
 Applicant: Northwestern University  
 Address: 303 E. Superior Street  
 Date: December 2, 2015

**PERKINS  
 + WILL**  
 330 W. Wabash Avenue  
 Chicago, IL 60611  
 perkinswill.com












**Sheet Title:** PEDESTRIAN OVERPASS PLAN  
**Applicant:** Northwestern University  
**Address:** 303 E. Superior Street  
**Date:** March 14, 2016

**PERKINS  
 + WILL**  
 410 N. Michigan Ave.  
 Suite 1600  
 Chicago, IL 60611  
 perkinwill.com  
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**LEGEND**

-  PLANNED DEVELOPMENT BOUNDARY
-  SUB-AREA A: EDUCATIONAL, RESIDENTIAL, RESEARCH AND MEDICAL AND LEGAL OFFICES
-  SUB-AREA B: EDUCATIONAL, HOSPITAL, INSTITUTIONAL, RESIDENTIAL, RESEARCH, DENTAL AND MEDICAL USES
-  SUB-AREA C: EDUCATIONAL, HOSPITAL, HELIPORT, RESIDENTIAL, PROFESSIONAL OFFICES, RESEARCH, DENTAL AND MEDICAL USES
-  SUB-AREA D: EDUCATIONAL, HOSPITAL, RESEARCH, MEDICAL, DENTAL, ACCESSORY PARKING AND NON-ACCESSORY PARKING
-  SUB-AREA E: HOSPITAL, PROFESSIONAL OFFICES, RESEARCH, MEDICAL AND ACCESSORY PARKING USES
-  SUB-AREA F: ACCESSORY PARKING, NON-ACCESSORY PARKING, PUBLIC TRANSIT, COMMERCIAL AND INSTITUTIONAL USES
-  SUB-AREA G: HOSPITAL, OFFICE, MEDICAL SERVICE, AMBULATORY, RESEARCH, MEDICAL, ACCESSORY PARKING, COMMERCIAL AND INSTITUTIONAL USES
-  EXISTING AND PROPOSED STREET OVERPASSES AND TUNNELS AS FOLLOWS
  - a: EXISTING OVERPASS
  - b: EXISTING TUNNEL
  - c: EXISTING STEAM TUNNEL
  - d: PROPOSED OVERPASS (OVER PUBLIC STREET)



**Sheet Title:** GENERALIZED LAND USE AND SUB-AREA MAP  
**Applicant:** Northwestern University  
**Address:** 303 E. Superior Street  
**Date:** March 14, 2016

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+ WILL**  
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 Suite 1600  
 Chicago, IL 60611  
 perkinswill.com  
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DEPARTMENT OF PLANNING AND DEVELOPMENT

February 23, 2015  
Mr. Scott Saef  
Sidley Austin LLP  
1 South Dearborn Street  
Chicago, IL 60602

CITY OF CHICAGO

Re: **Site Plan Approval for Planned Development No. 3 – Northwestern University**  
303 East Superior Street – Site Plan Approval

Dear Mr. Saef:

We have reviewed the documents submitted by you on behalf of Northwestern University for the Biomedical Research Building. You propose to construct a thirty-seven story medical research building, with office space, laboratory facilities, and pedestrian bridge. The pedestrian bridge must also seek approval from the Department of Transportation before a permit can be issued. The building will be part of the Feinberg School of Medicine and will be built as an addition to the existing LMRC. The addition will be constructed both on top of the existing one-story portion of LMRC and on a now-vacant property immediately adjacent to the east.

In this initial phase, a building infrastructure supporting all thirty-seven floors will be installed, along with an above-grade portion of approximately 16 floors which will generally align with and allow a floor-by-floor connection to the existing LMRC. In this initial phase, the 16-story core and shell will be built, along with finished space on Levels 1 and 2 and (4) four of the (9) nine biomedical research floors contained within this "low-rise" portion of the building. Construction on this initial phase is expected to commence in 2015 and conclude by the end 2018. Those plans, dated January 30, 2015, and prepared by Perkins + Will Architects consist of:

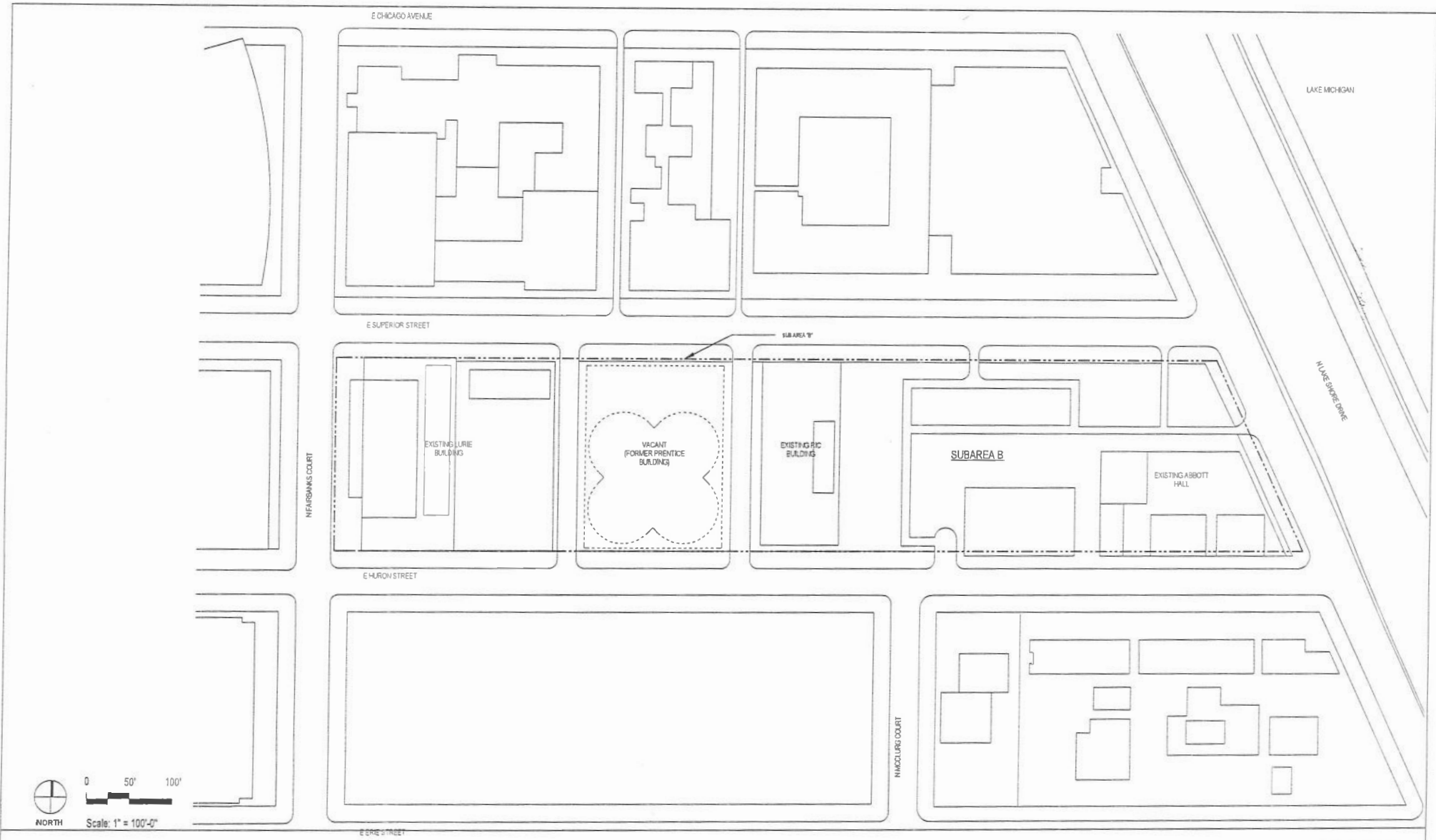
- Site Plan, Subarea B Site Plan, Level 01 and 02 Plans
- Landscape Plan, Landscape Details
- Superior Street Overpass Plans
- Phase I and Phase II Typical Lab Floors
- Green Roof Phase I and II
- North, East, West and South Building elevations for Phase I and II
- Partial South Elevation, Superior Street Overpass Elevations

These plans are submitted in accordance with Statement No. 15. Upon review of the materials submitted, the Department of Planning and Development has determined that these plans are consistent with, and satisfy the requirements of Plan Development No. 3. Accordingly, this Site Plan submittal is hereby approved as conforming to the Plan of Development as passed by the Chicago City Council on Wednesday, December 14, 2011.

Sincerely,

Patricia A. Scudiero,  
Zoning Administrator  
Originated by: Fernando Espinoza

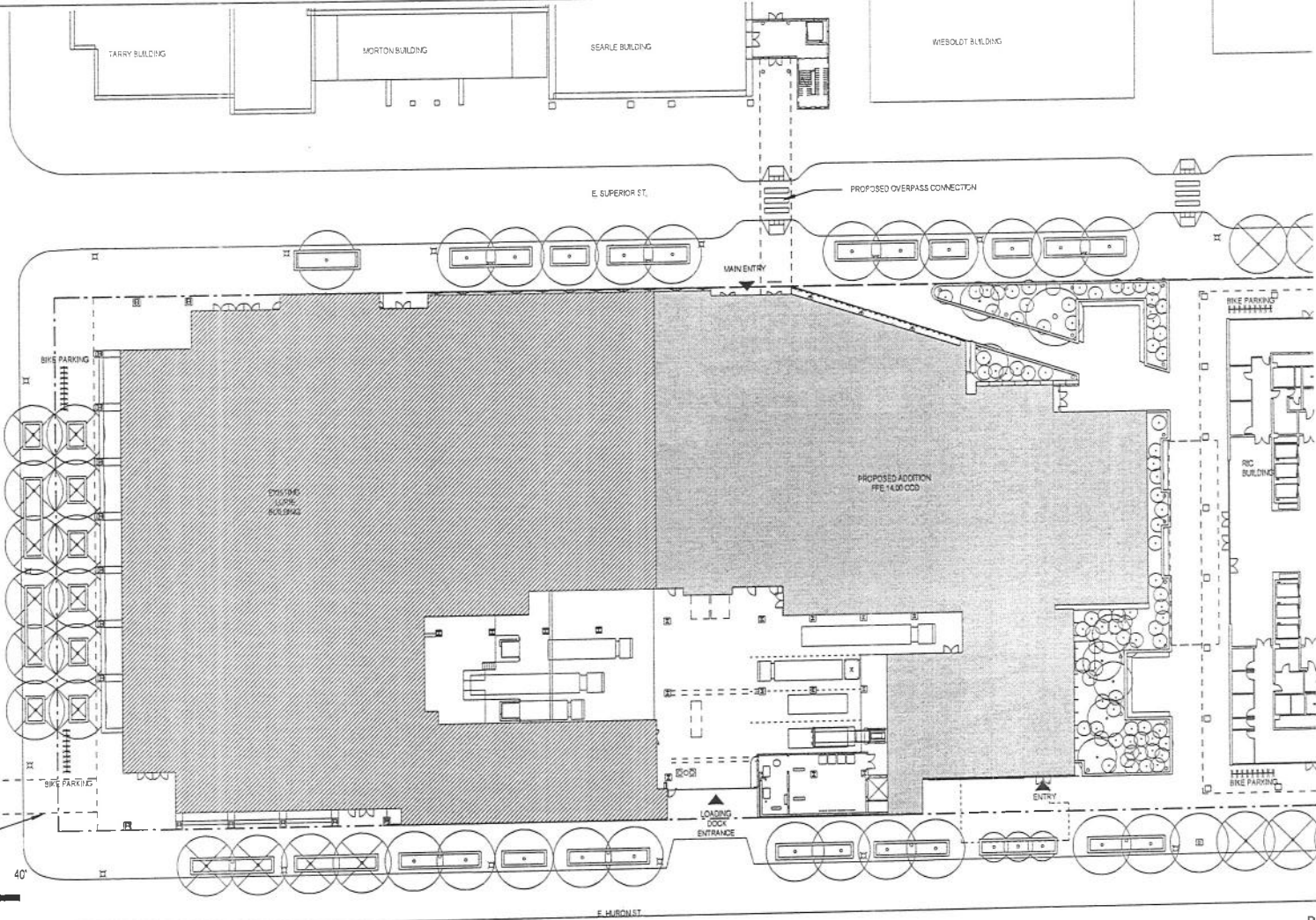
cc: Mike Marmo, Erik Glass, Heather Gleason, Planned Development files



Sheet Title: SUB-AREA B SITE PLAN  
 Applicant: Northwestern University  
 Address: 303 E. Superior Street  
 Date: October 3, 2014  
 As Revised: January 15, 2015

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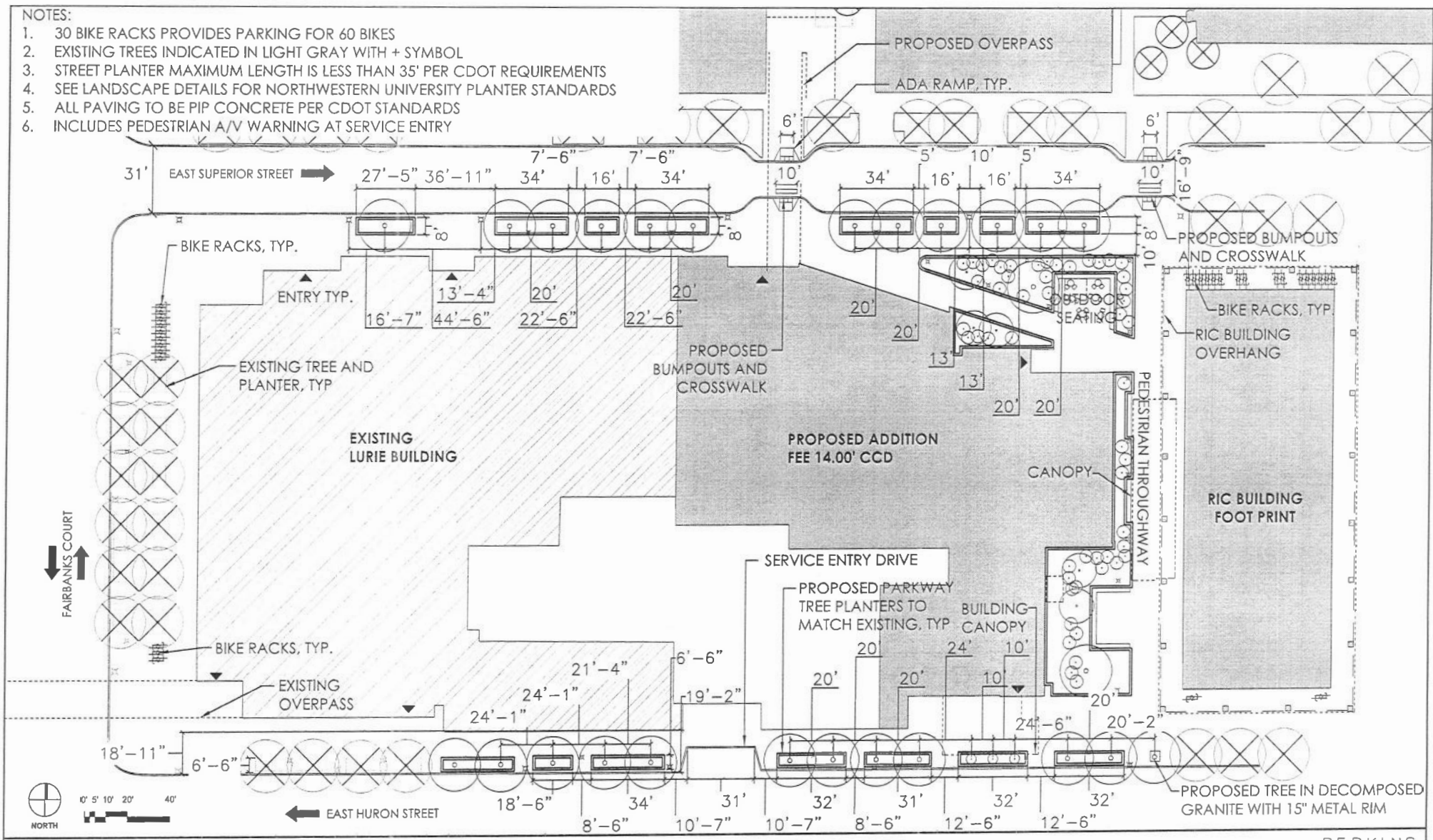


Sheet Title: SITE PLAN  
 Applicant: Northwestern University  
 Address: 303 E. Superior Street  
 Date: October 3, 2014  
 As Revised: January 15, 2015 (updated January 30th, 2015)

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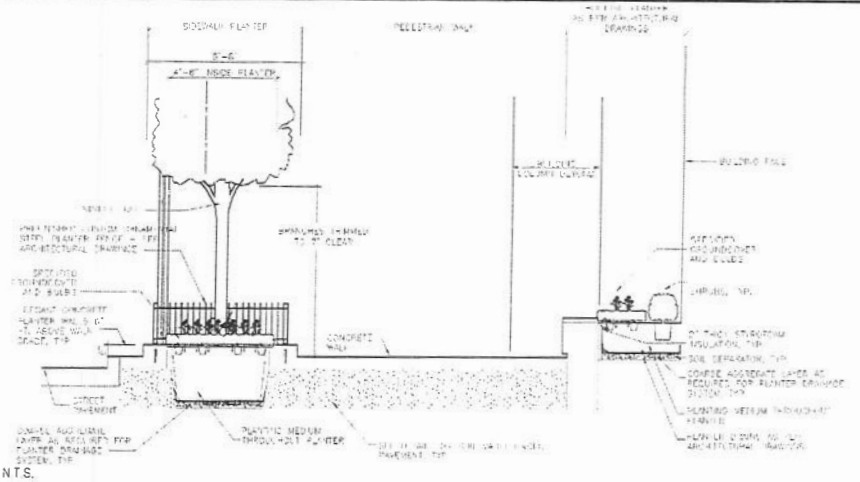
**NOTES:**

1. 30 BIKE RACKS PROVIDES PARKING FOR 60 BIKES
2. EXISTING TREES INDICATED IN LIGHT GRAY WITH + SYMBOL
3. STREET PLANTER MAXIMUM LENGTH IS LESS THAN 35' PER CDOT REQUIREMENTS
4. SEE LANDSCAPE DETAILS FOR NORTHWESTERN UNIVERSITY PLANTER STANDARDS
5. ALL PAVING TO BE PIP CONCRETE PER CDOT STANDARDS
6. INCLUDES PEDESTRIAN A/V WARNING AT SERVICE ENTRY

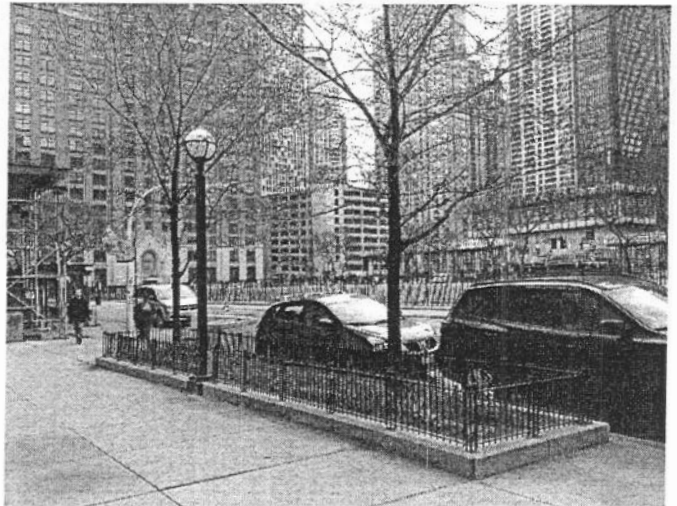


**Sheet Title:** LANDSCAPE PLAN  
**Applicant:** Northwestern University  
**Address:** 303 E. Superior Street  
**Date:** October 3, 2014  
**As Revised:** January 15, 2014 (updated as of January 30, 2015)

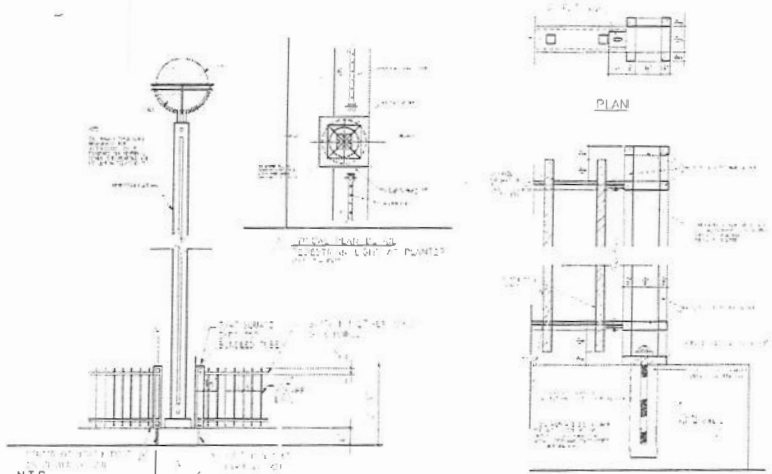
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NTS.  
**NORTHWESTERN UNIVERSITY STANDARD STREETSCAPE PLANTER DETAIL**  
**EXHIBIT 2**



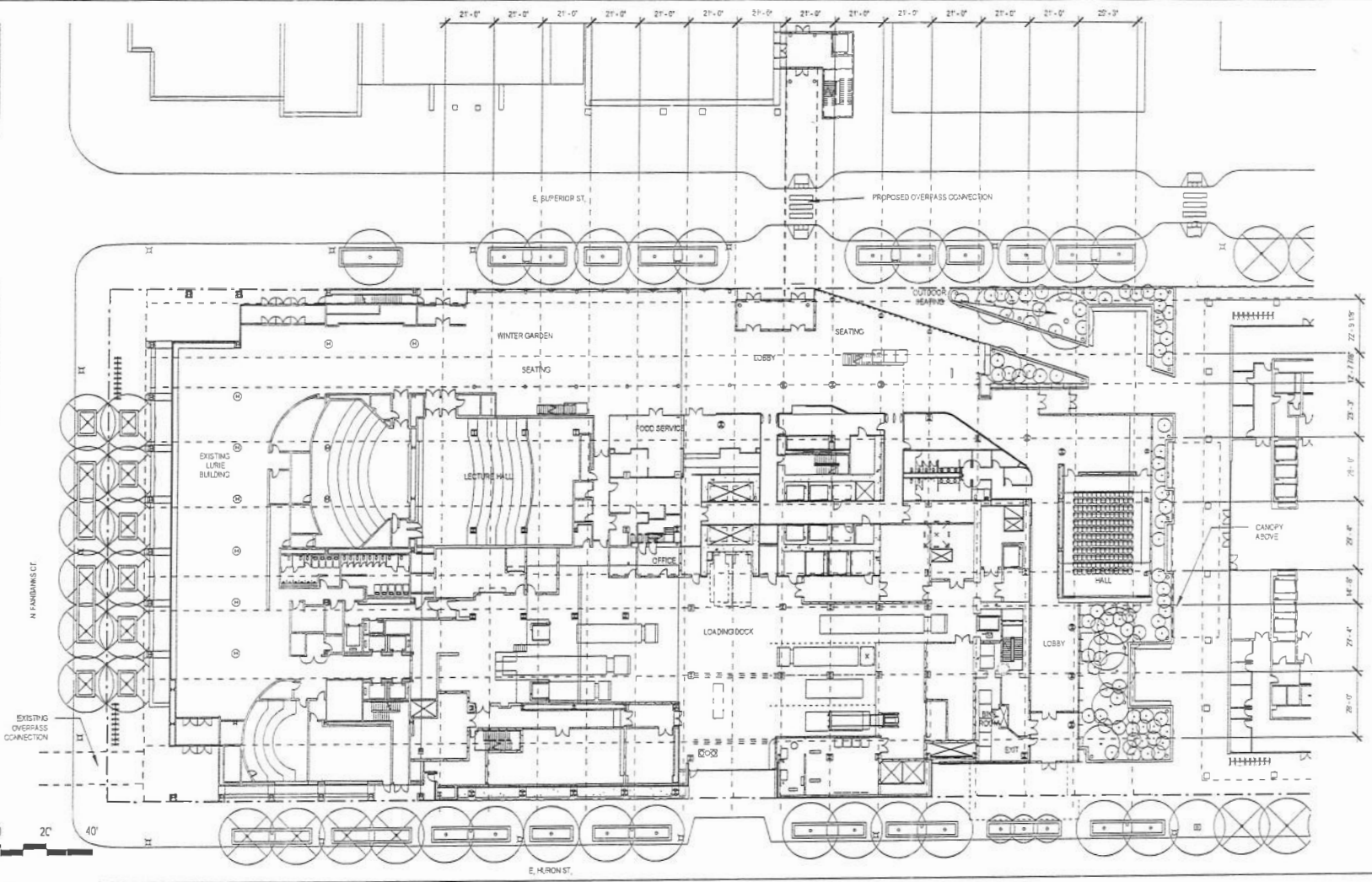
NTS  
**NORTHWESTERN UNIVERSITY STANDARD STREETSCAPE PLANTER WITH PEDESTRIAN LIGHT AND FENCE**  
**EXHIBIT 1**



NTS.  
**NORTHWESTERN UNIVERSITY STANDARD STREETSCAPE PLANTER PEDESTRIAN LIGHTPOLE AND FENCING DETAILS**  
**EXHIBIT 3**

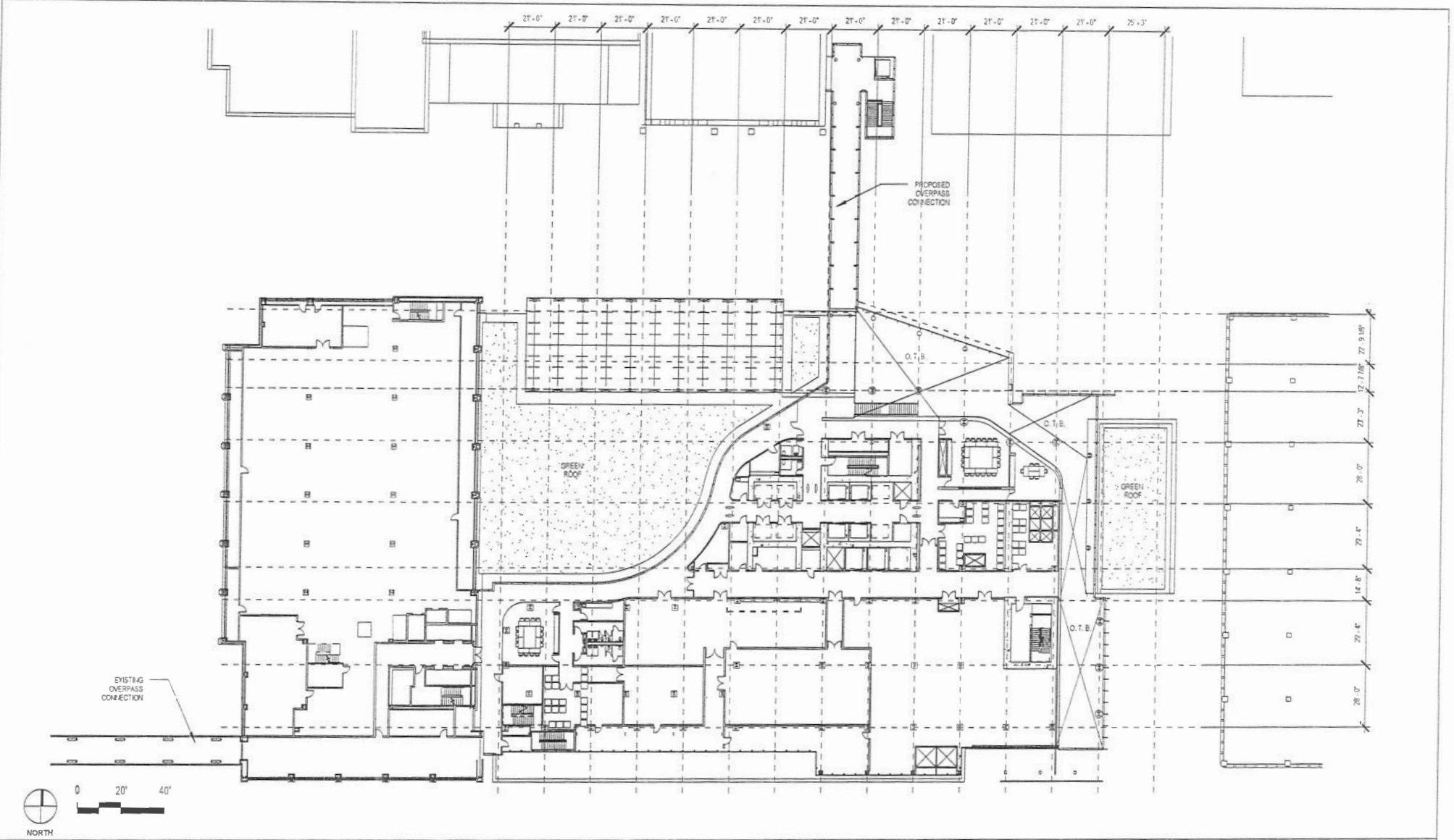
Sheet Title: **LANDSCAPE DETAILS**  
 Applicant: **Northwestern University**  
 Address: **303 E. Superior Street**  
 Date: **November 14, 2014**  
 As Revised: **January 15, 2015**

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Sheet Title: LEVEL 01 PLAN  
 Applicant: Northwestern University  
 Address: 303 E. Superior Street  
 Date: October 3, 2014  
 As Revised: January 15, 2015 (updated January 30th, 2015)

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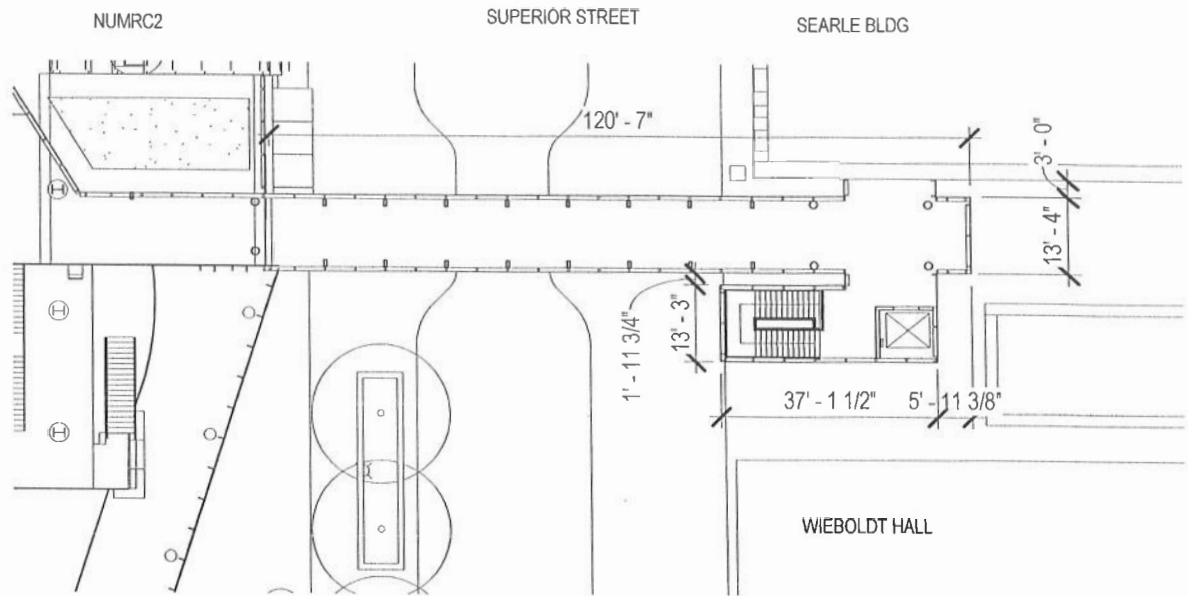


Sheet Title: LEVEL 02 PLAN  
 Applicant: Northwestern University  
 Address: 303 E. Superior Street  
 Date: October 3, 2014  
 As Revised: January 15, 2015

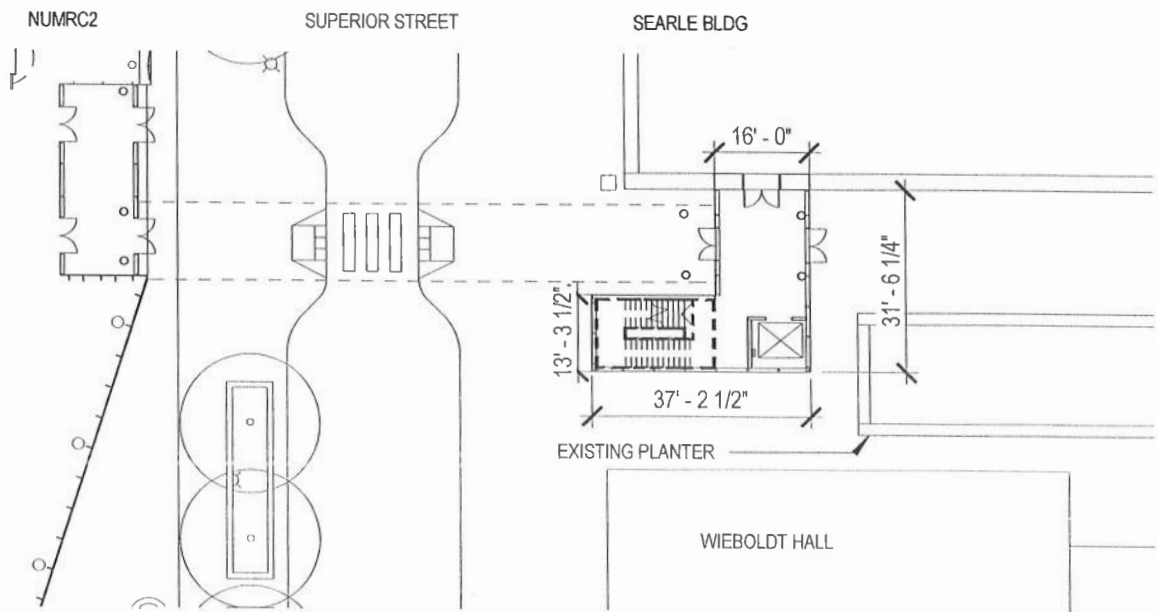
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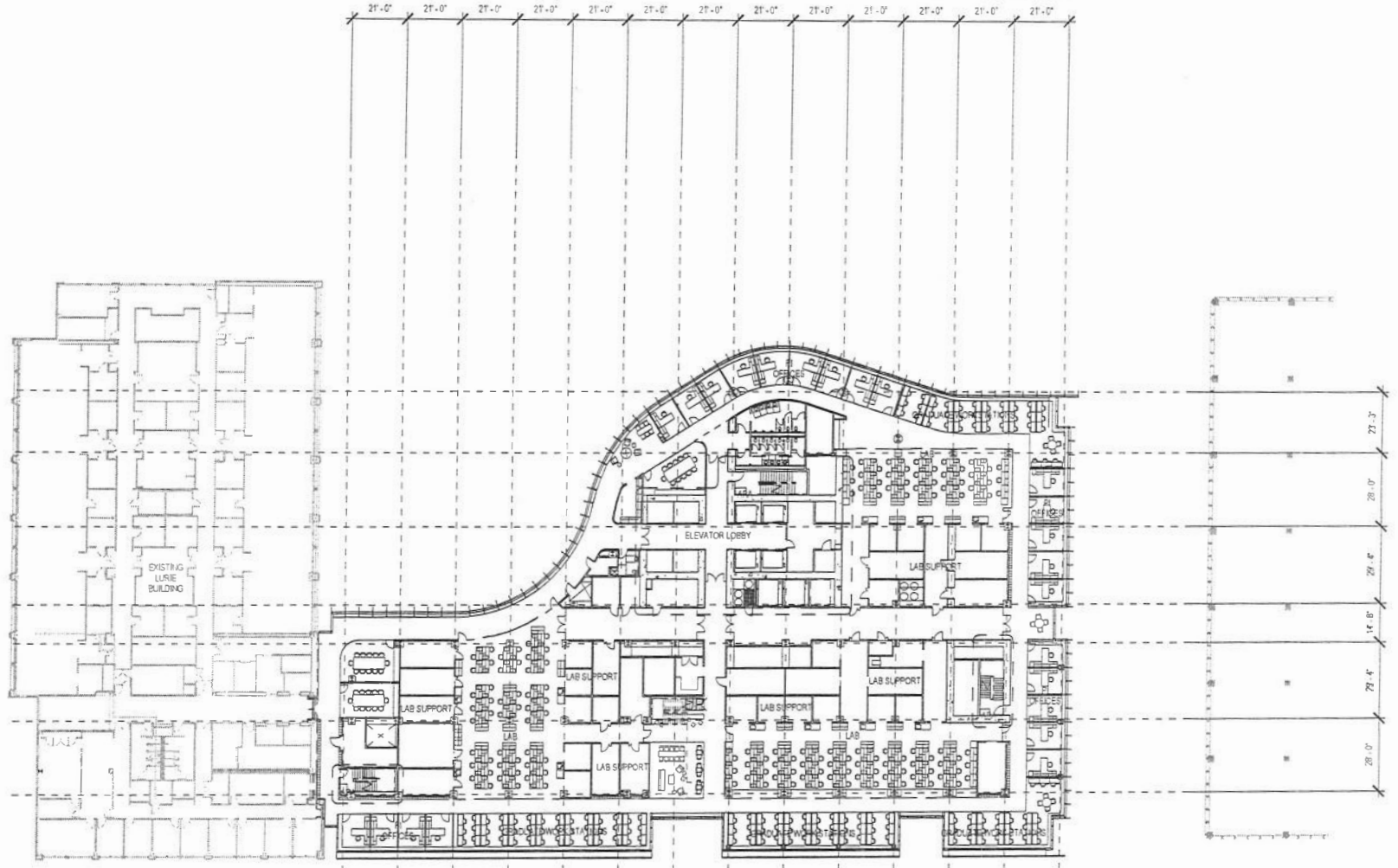
1 LEVEL 02 PLAN



2 LEVEL 01 PLAN

Sheet Title: SUPERIOR STREET OVERPASS PLANS  
 Applicant: Northwestern University  
 Address: 303 E. Superior Street  
 Date: October 3, 2014,  
 As Revised: January 15, 2015

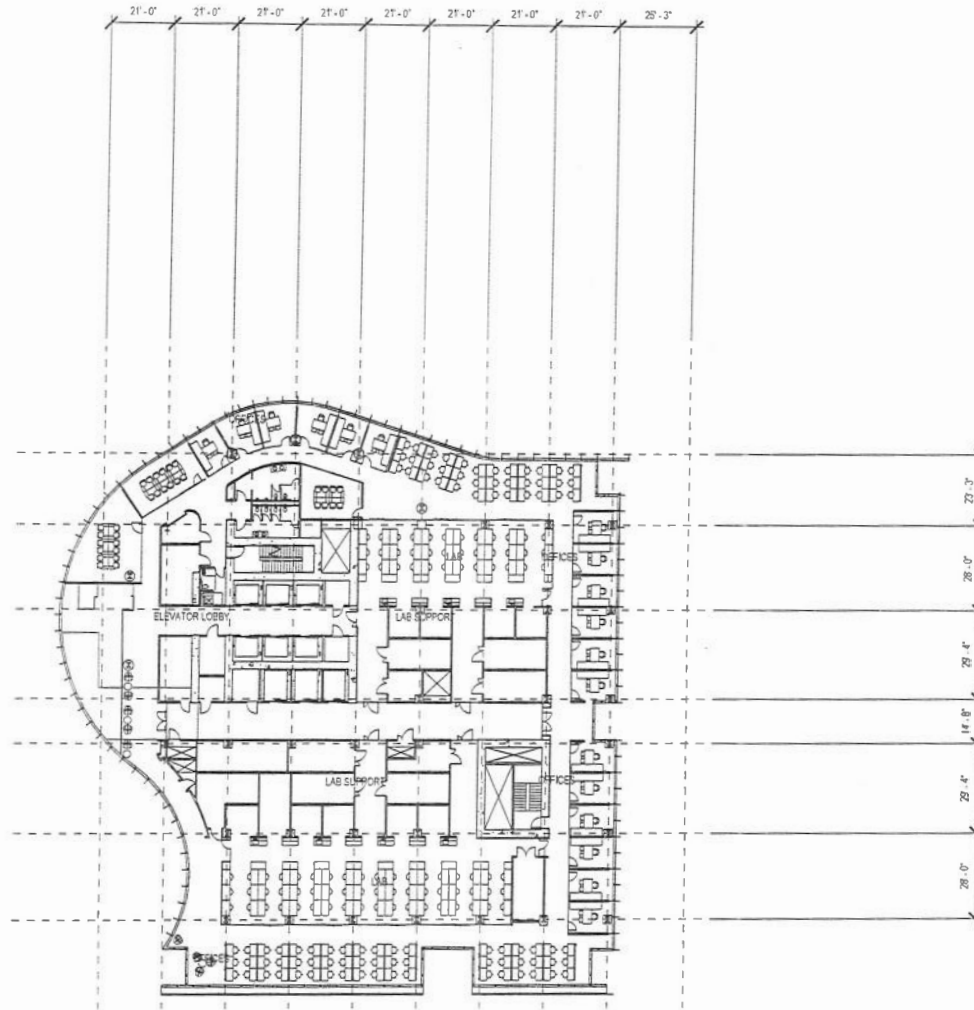
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 perkinswill.com



Sheet Title: PHASE I TYPICAL LAB FLOORS (FLOORS 3-11)  
 Applicant: Northwestern University  
 Address: 303 E. Superior Street  
 Date: October 3, 2014  
 As Revised: January 15, 2015

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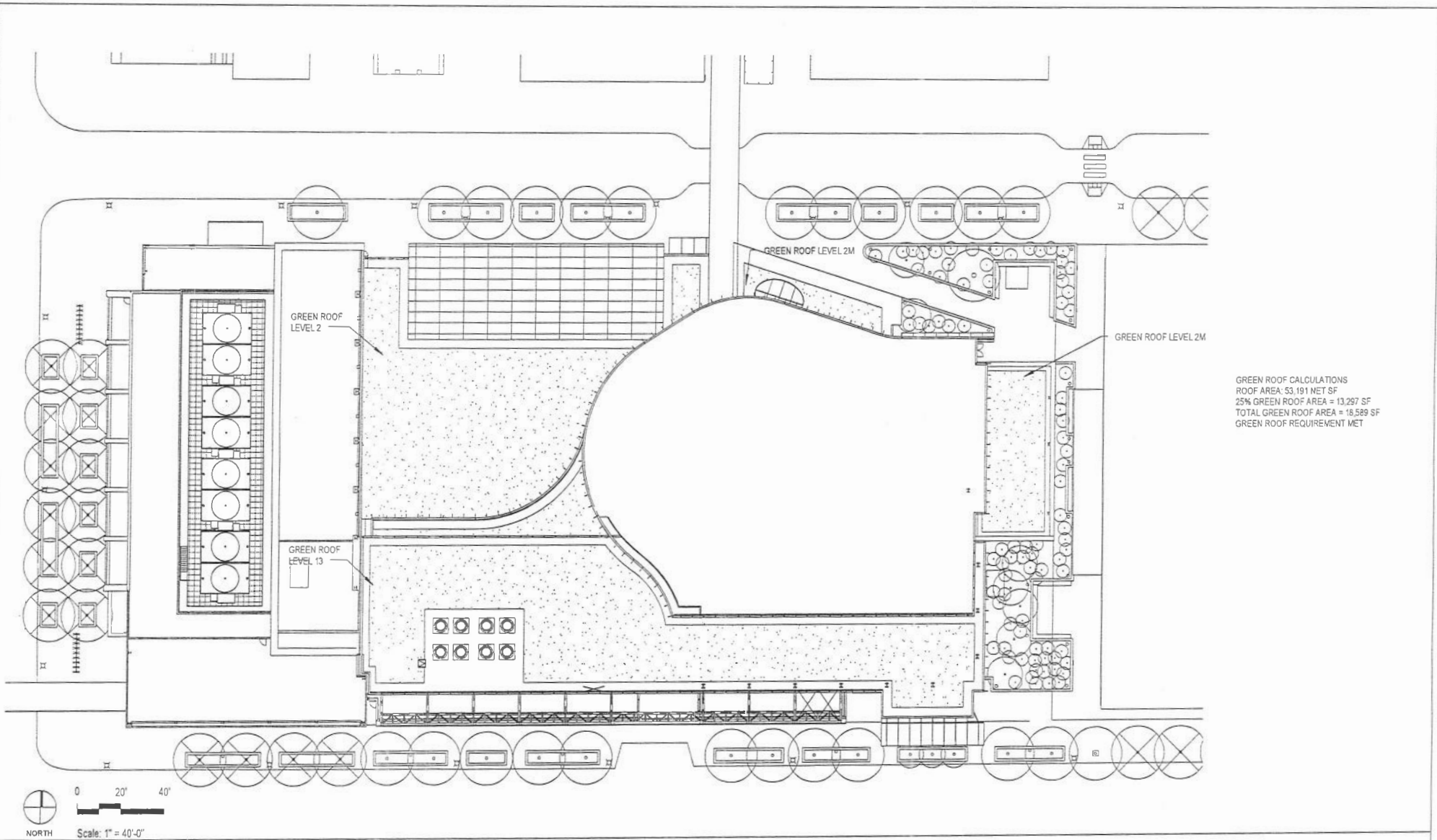


**Sheet Title:** Phase II Typical Lab Floor (Floors 14-29)  
**Applicant:** Northwestern University  
**Address:** 303 E. Superior Street  
**Date:** October 3, 2014  
**As Revised:** January 15, 2015

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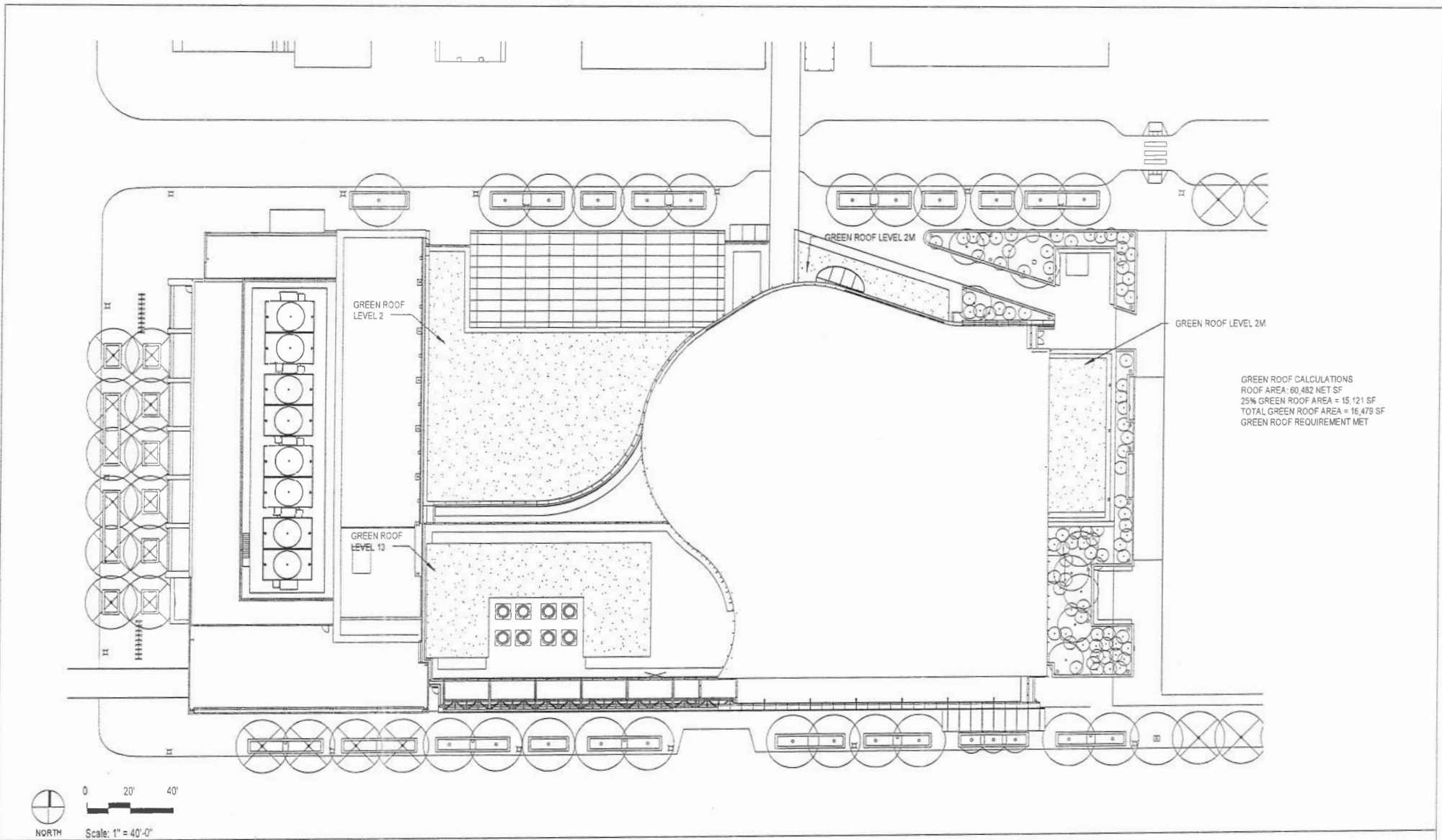
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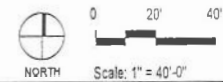
GREEN ROOF CALCULATIONS  
 ROOF AREA: 53,191 NET SF  
 25% GREEN ROOF AREA = 13,297 SF  
 TOTAL GREEN ROOF AREA = 18,589 SF  
 GREEN ROOF REQUIREMENT MET

Sheet Title: GREEN ROOF PLAN PHASE I  
 Applicant: Northwestern University  
 Address: 303 E. Superior Street  
 Date: October 3, 2014  
 As Revised: January 15, 2015 (updated January 30th, 2015)

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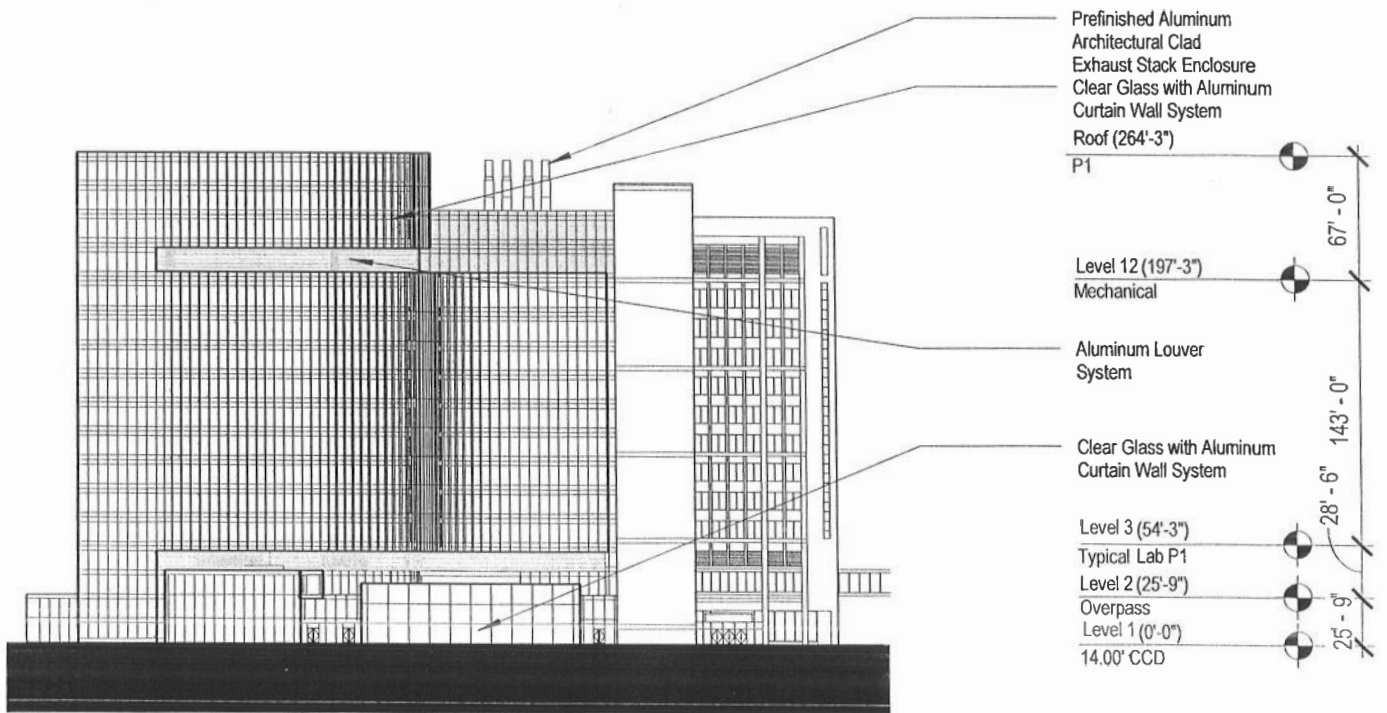


GREEN ROOF CALCULATIONS  
 ROOF AREA = 60,482 NET SF  
 25% GREEN ROOF AREA = 15,121 SF  
 TOTAL GREEN ROOF AREA = 16,479 SF  
 GREEN ROOF REQUIREMENT MET



Sheet Title: GREEN ROOF PHASE II  
 Applicant: Northwestern University  
 Address: 303 E. Superior Street  
 Date: October 3, 2014  
 As Revised: January 15, 2015 (updated January 30th, 2015)

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0 50' 100'



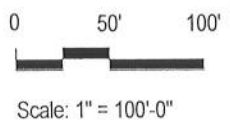
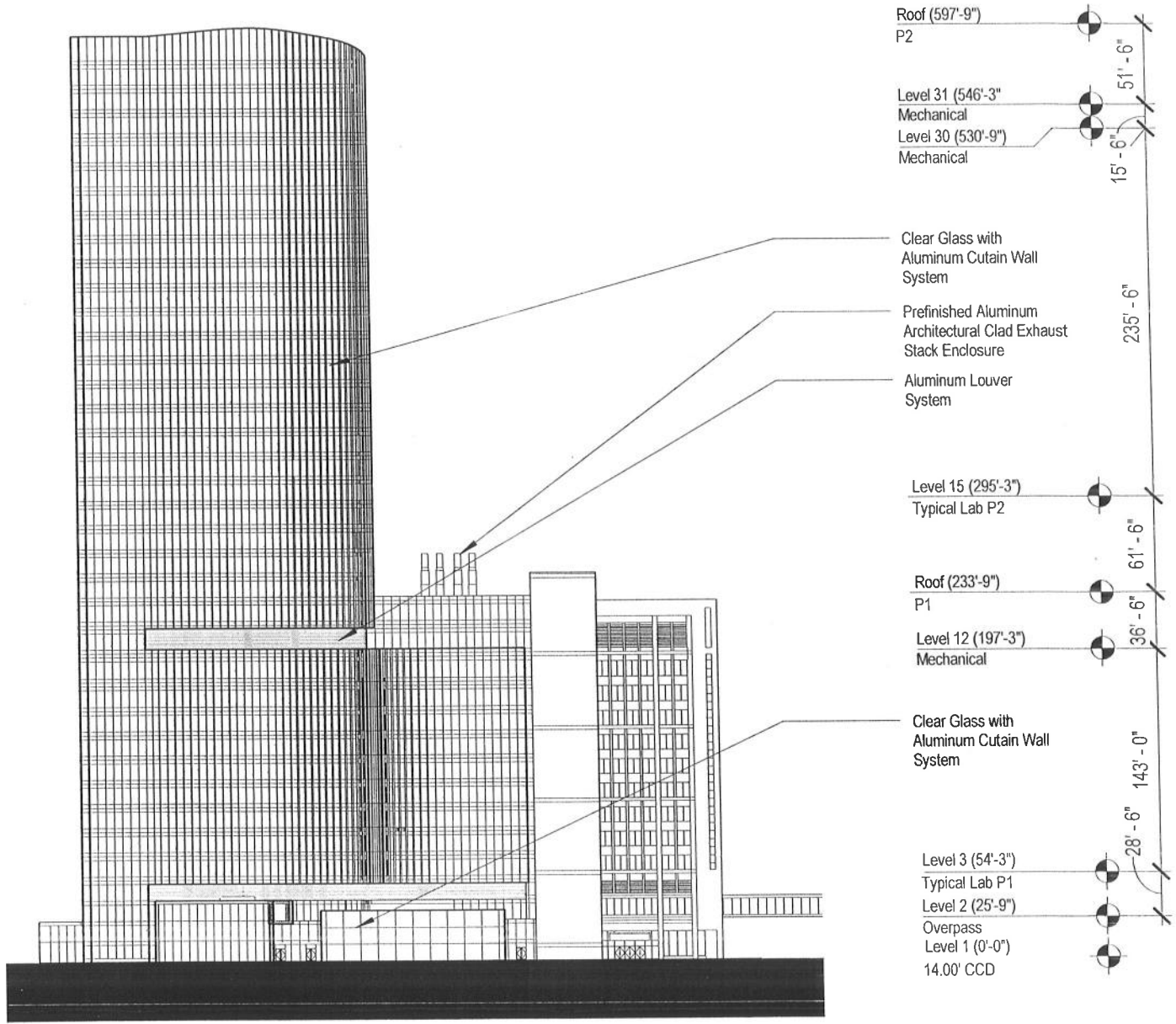
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Sheet Title: **NORTH ELEVATION PHASE I**  
 Applicant: **Northwestern University**  
 Address: **303 E. Superior Street**  
 Date: **October 3, 2014,**  
 As Revised: **January 15, 2015**

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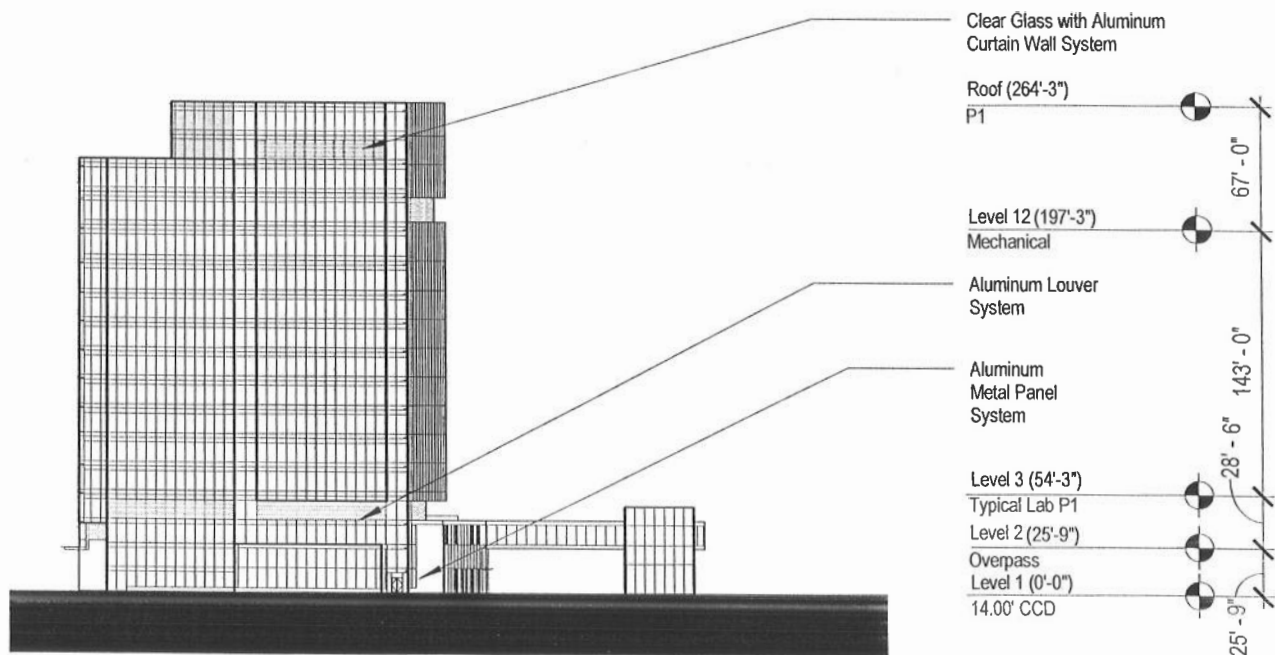
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Sheet Title: NORTH ELEVATION PHASE II  
 Applicant: Northwestern University  
 Address: 303 E. Superior Street  
 Date: October 3, 2014,  
 As Revised: January 15, 2015

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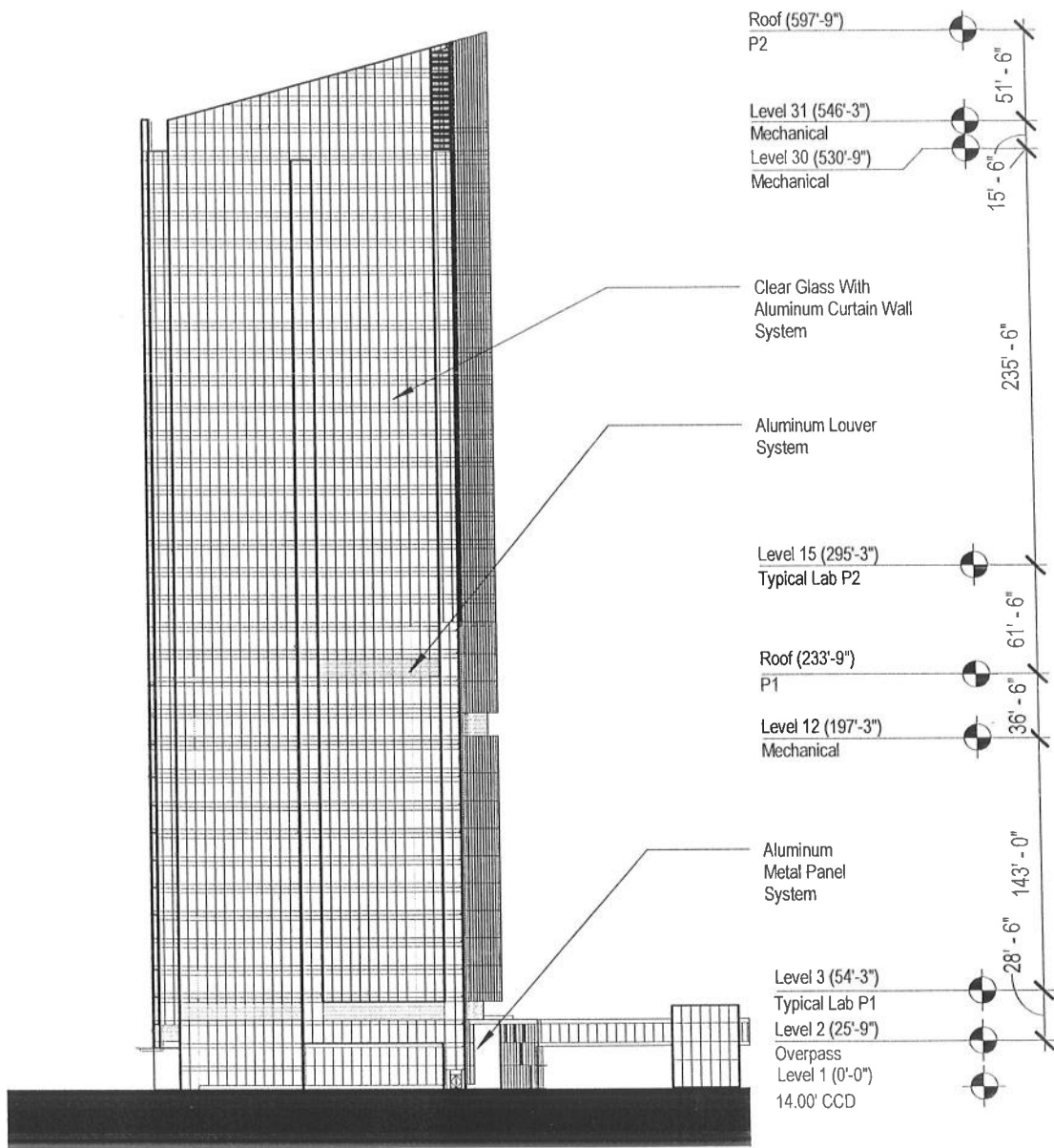


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Scale: 1" = 100'-0"

Sheet Title: EAST ELEVATION PHASE I  
 Applicant: Northwestern University  
 Address: 303 E. Superior Street  
 Date: October 3, 2014,  
 As Revised: January 15, 2015

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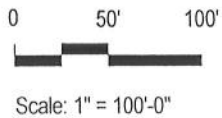
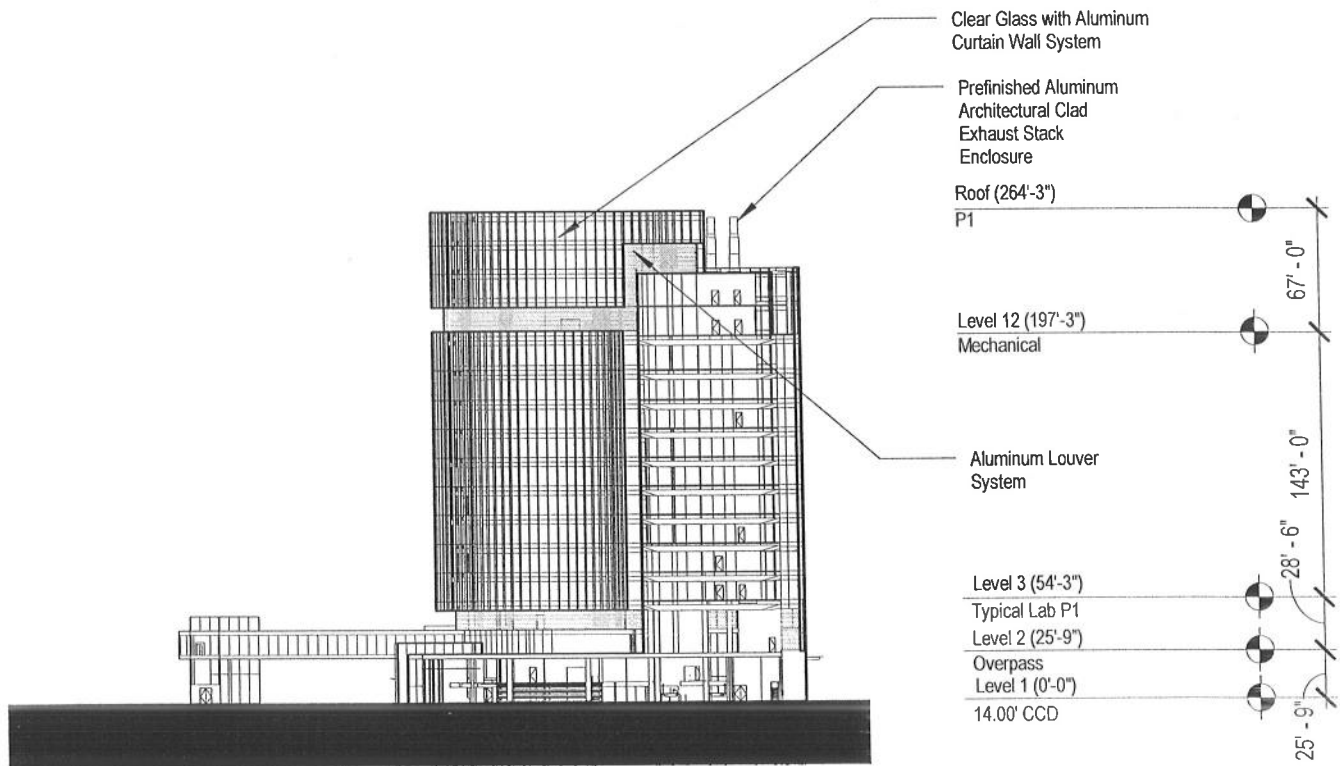
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Sheet Title: EAST ELEVATION PHASE II  
 Applicant: Northwestern University  
 Address: 303 E. Superior Street  
 Date: October 3, 2014,  
 As Revised: January 15, 2015

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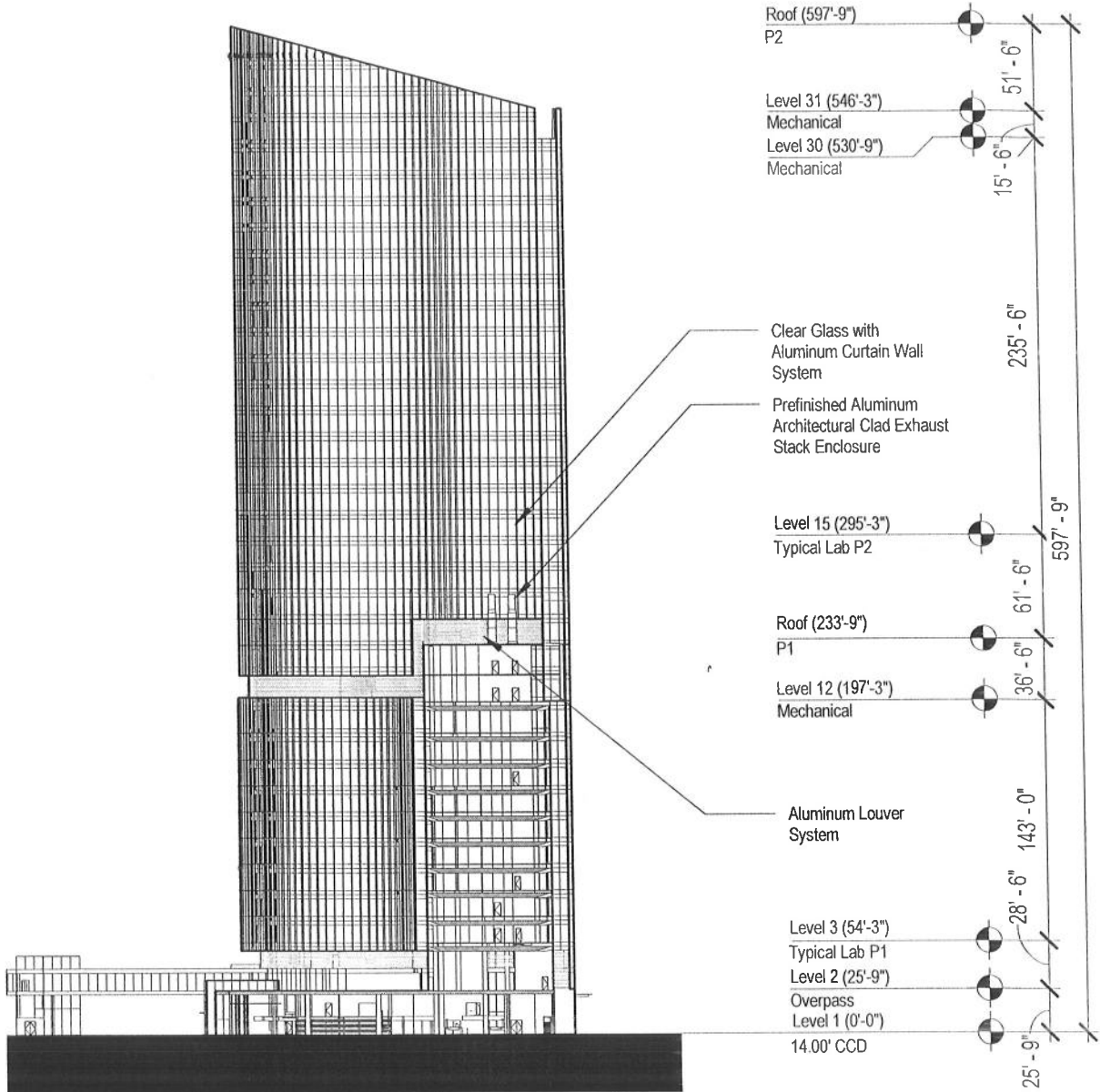
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**Sheet Title:** WEST ELEVATION PHASE I  
**Applicant:** Northwestern University  
**Address:** 303 E. Superior Street  
**Date:** October 3, 2014,  
**As Revised:** January 15, 2015

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0 50' 100'



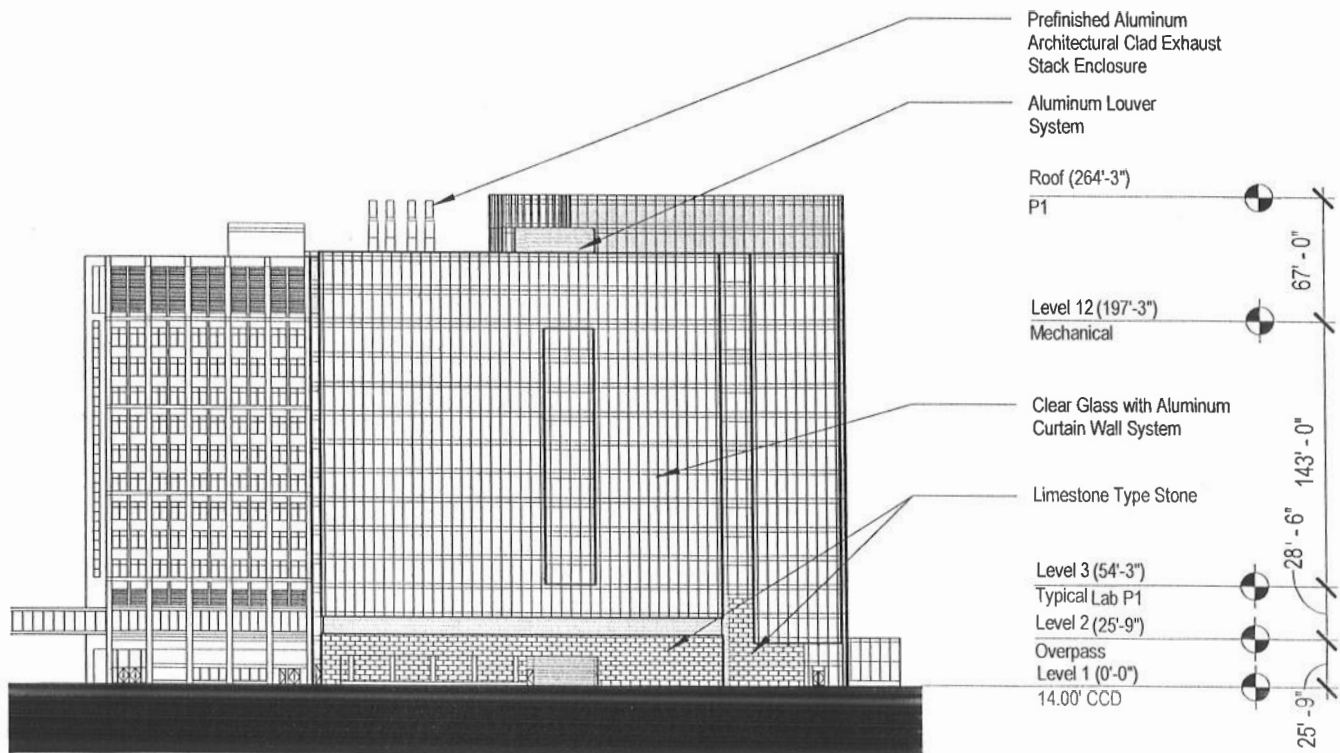
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Sheet Title: WEST ELEVATION PHASE II  
 Applicant: Northwestern University  
 Address: 303 E. Superior Street  
 Date: October 3, 2014,  
 As Revised: January 15, 2015

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0 50' 100'



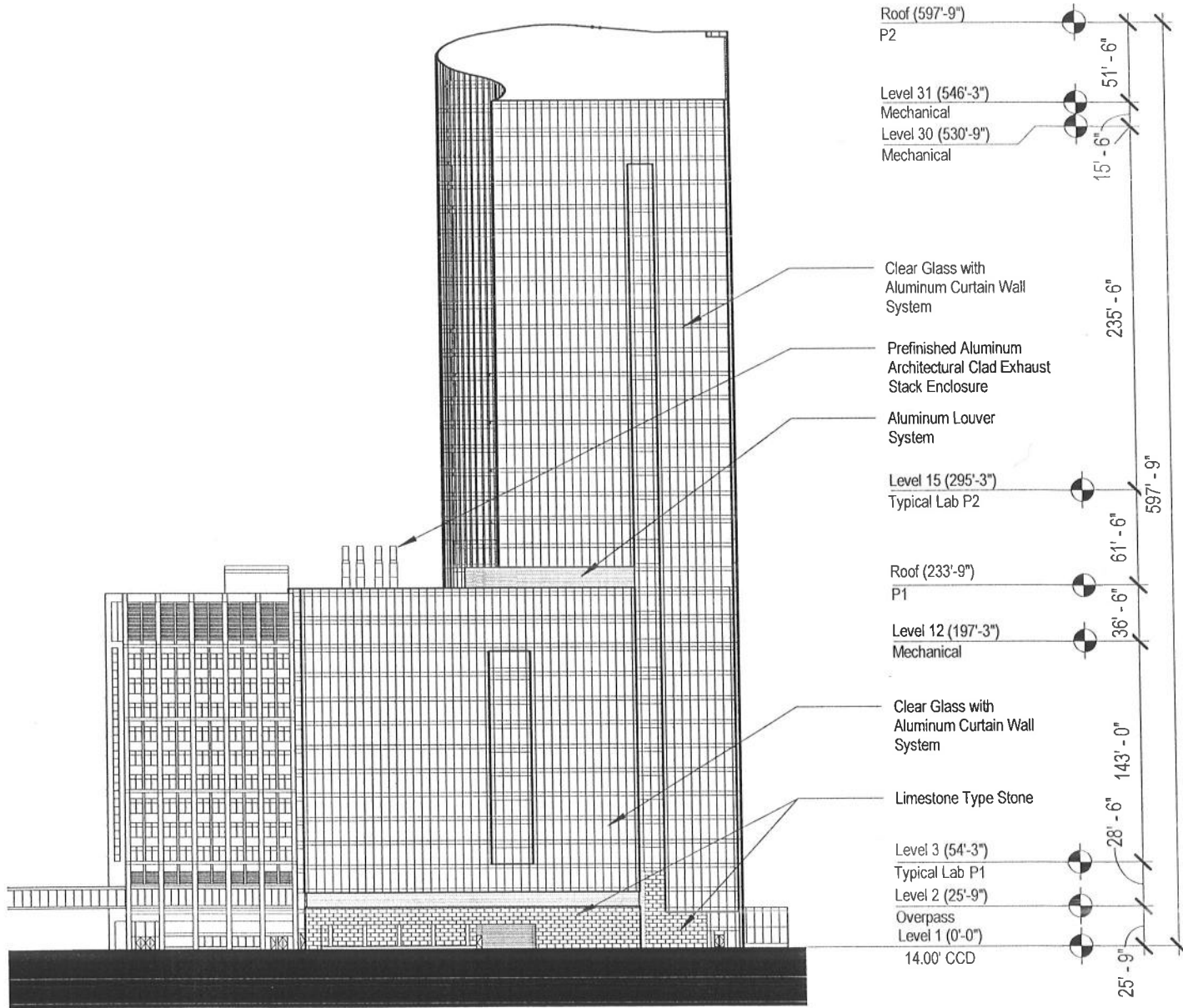
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Sheet Title: **SOUTH ELEVATION PHASE I**  
 Applicant: **Northwestern University**  
 Address: **303 E. Superior Street**  
 Date: **October 3, 2014,**  
 As Revised: **January 15, 2015**

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0 50' 100'



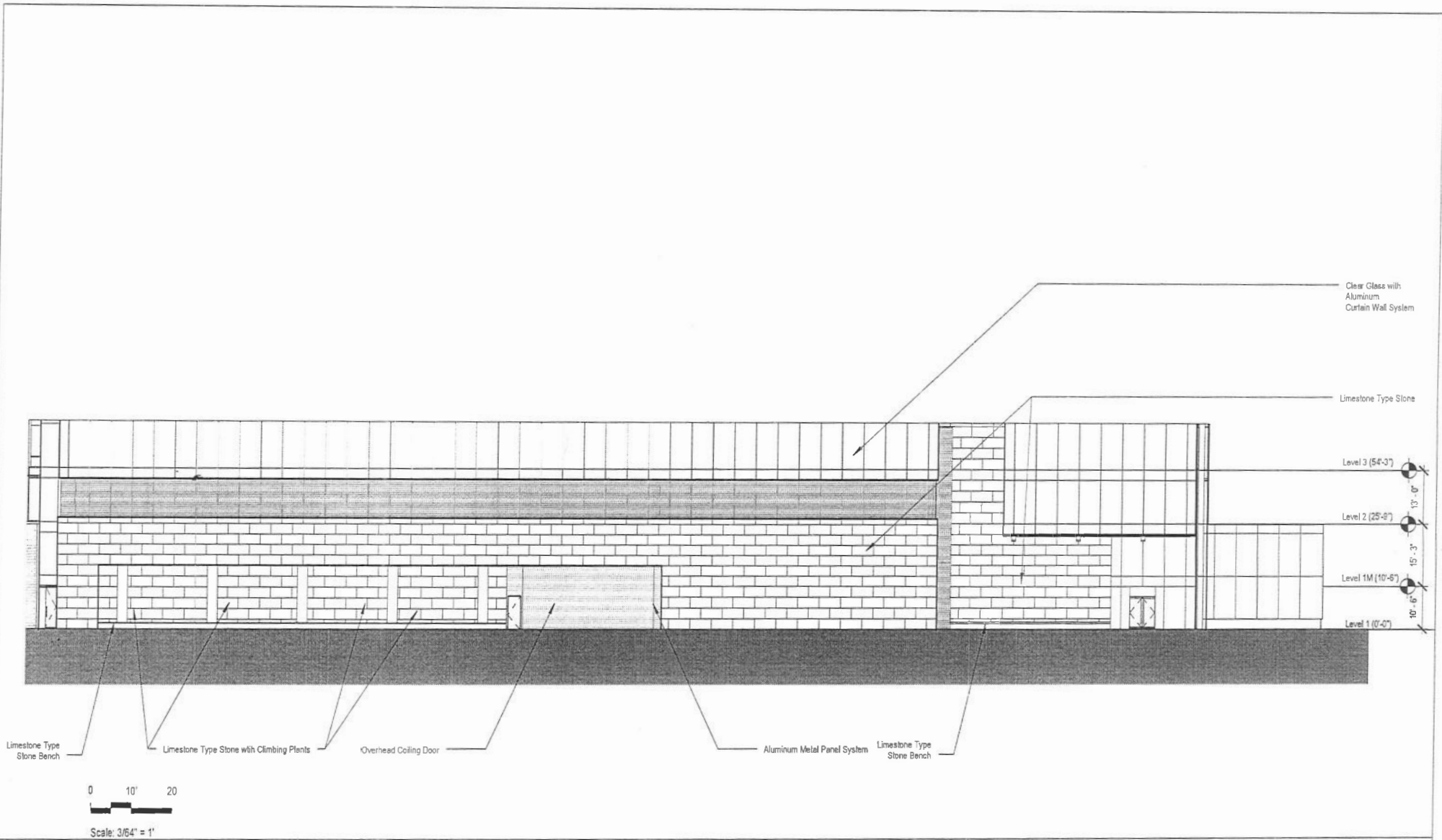
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Sheet Title: SOUTH ELEVATION PHASE II  
 Applicant: Northwestern University  
 Address: 303 E. Superior Street  
 Date: October 3, 2014,  
 As Revised: January 15, 2015

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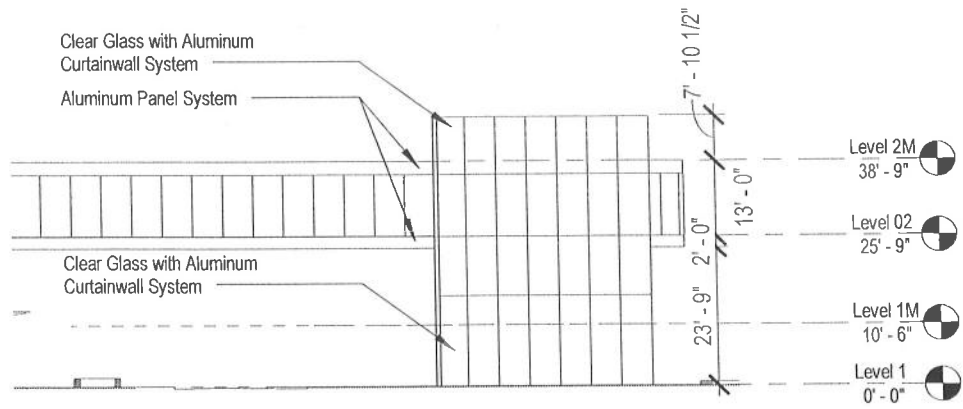


Sheet Title: PARTIAL SOUTH ELEVATION  
 Applicant: Northwestern University  
 Address: 303 E. Superior Street  
 Date: November 14, 2014  
 As Revised: January 15, 2015

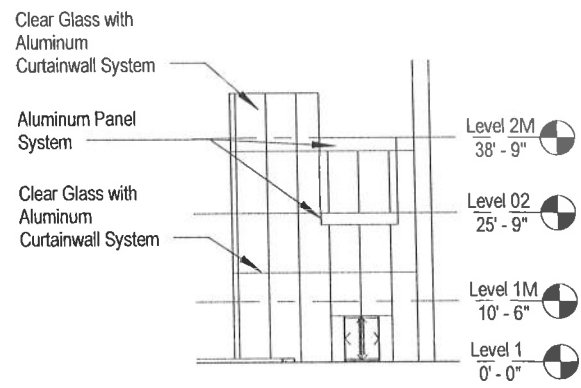
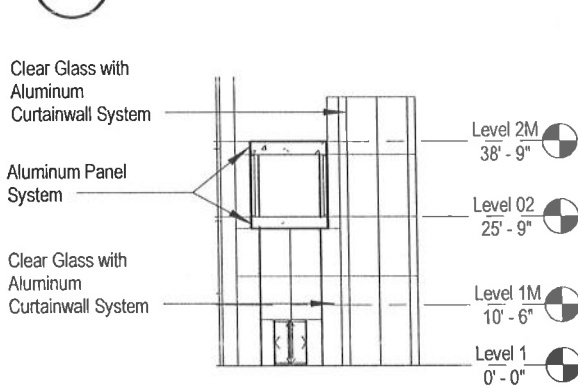
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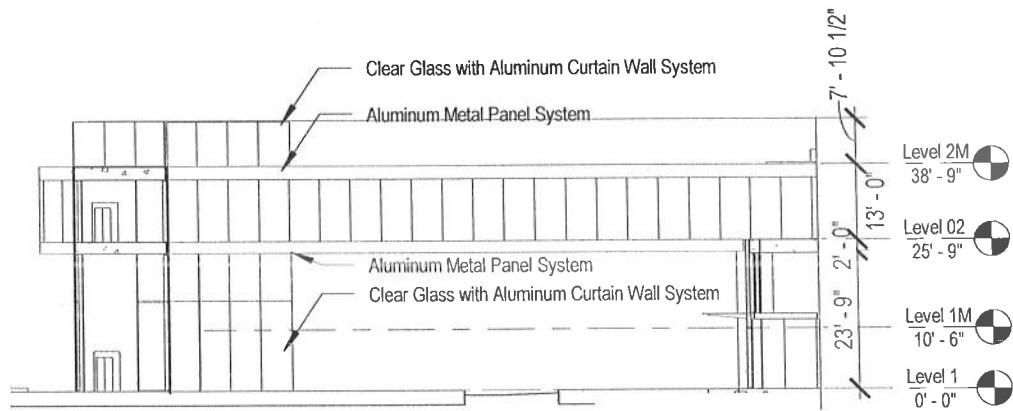


1 EAST ELEVATION



2 SOUTH ELEVATION

3 NORTH ELEVATION



4 WEST ELEVATION

Sheet Title: SUPERIOR STREET OVERPASS ELEVATIONS  
 Applicant: Northwestern University  
 Address: 303 E. Superior Street  
 Date: October 3, 2014,  
 As Revised: January 15, 2015

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DEPARTMENT OF PLANNING AND DEVELOPMENT  
CITY OF CHICAGO

January 2, 2015

Carol D. Stubblefield  
Neal & Leroy, LLC  
120 N. LaSalle Street  
Suite 2600  
Chicago, IL 60602

**Re: Administrative Relief request for Institutional Planned Development No. 3  
Sub area G, Northwestern Memorial Hospital's Outpatient Care Pavilion  
259 East Erie Street**

Dear Ms. Stubblefield:

Please be advised that your request for a minor change to Institutional Planned Development No. 3 ("PD 3"), as amended, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 14 of PD 3.

On September 7, 2012, administrative relief was granted to allow Northwestern Memorial Hospital ("NMH") a material substitution on the west elevation of their Outpatient Care Pavilion (the "OCP") at 259 E. Erie Street. You are now requesting on behalf of NMH, administrative relief to enclose approximately 500 square feet on the 18<sup>th</sup> floor roof terrace of the OCP and to relocate and reconfigure the building's green roof. Northwestern University is the zoning controlling party for PD 3, is aware of your request and has authorized its submission.

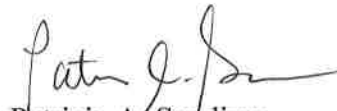
In regards to the first portion of your request, NMH proposes to construct a restaurant with an outdoor terrace on the 18<sup>th</sup> floor and are seeking to enclose approximately 500 square feet of the existing roof terrace. Secondly, due to design and roof surface revisions, the proposed green roofs on several floors were eliminated and relocated. NMH now proposes the elimination of the green roof on floors 18 and 27, and are seeking to provide the required 50% green roof on the 26<sup>th</sup> floor only. The attached, revised 18th Floor Plan, Level 18 Terrace Plan, Green Roof Plan, Partial East and South Elevations, and South and East Building Elevations shall be inserted into the main file.

With regard to your request, the Department of Planning and Development has determined that allowing the proposed 18<sup>th</sup> floor enclosure and green roof modifications will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Institutional Planned Development No. 3, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Finally, please be advised that only a partial shell and core Part II has been issued for the Outpatient Care Pavilion and a full Part II must still be applied for and issued. If there are any questions in regards to this, please follow-up with my Planned Development permit staff. Thank you.

Sincerely,



Patricia A. Scudiero  
Zoning Administrator

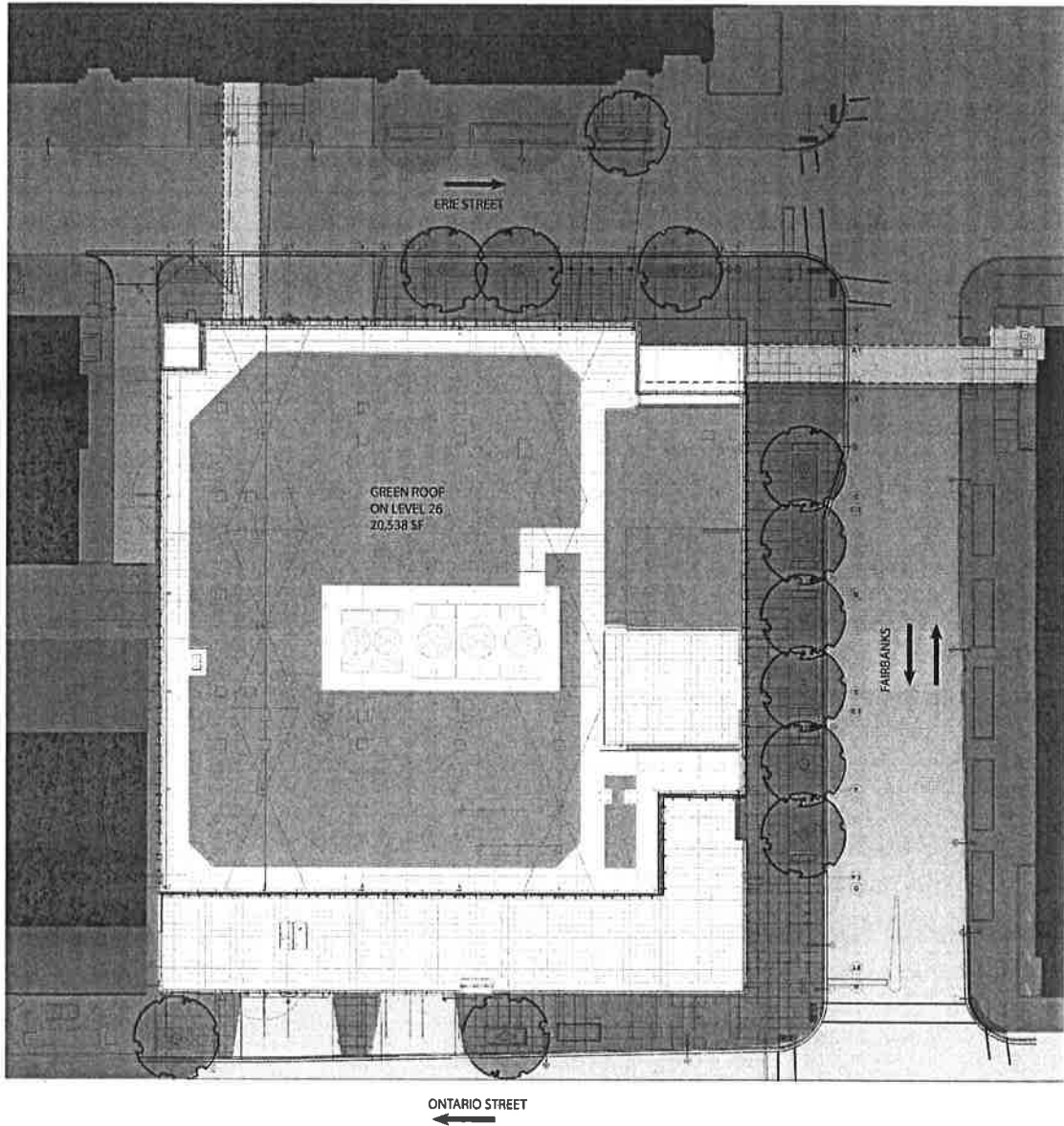
PAS:HG:tm

C: Mike Marmo, Erik Glass, Main file





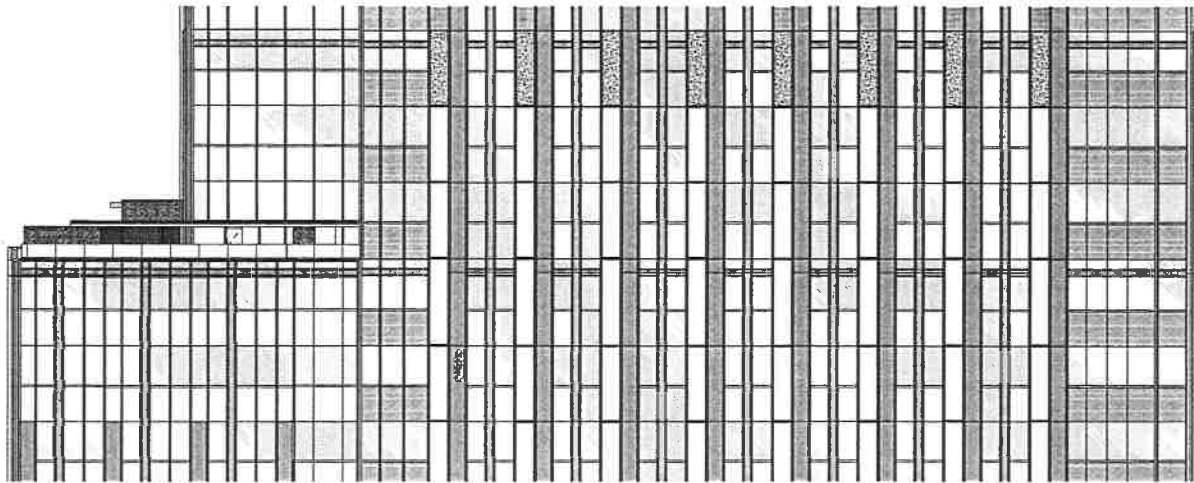
# GREEN ROOF PLAN



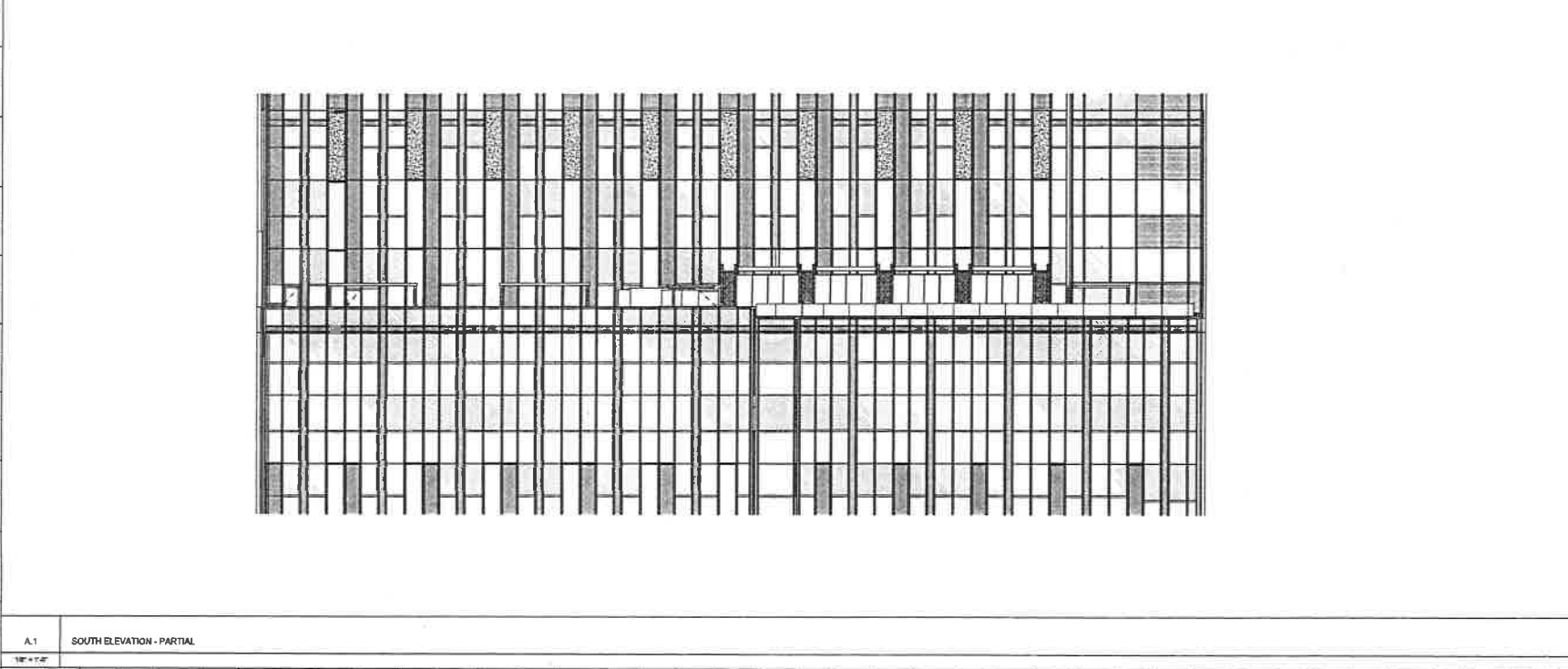
Applicant: Northwestern University  
Address: 237-259 E. Erie Street  
238-258 E. Ontario Street  
628-648 N. Fairbanks Court  
Date: July 28, 2011  
Revised: September 22, 2014

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

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L.1 EAST ELEVATION - PARTIAL  
1/8" = 1'-0"



A.1 SOUTH ELEVATION - PARTIAL  
1/8" = 1'-0"

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

tvsvdesign

T HOMPSON, VERBLEY, STORANCE & ASSOCIATES, INC.  
160 NORTH MICHIGAN, 28th FLOOR CHICAGO, IL 60611  
312.527.1800 • Fax 312.527.2400 • www.tvsvdesign.com

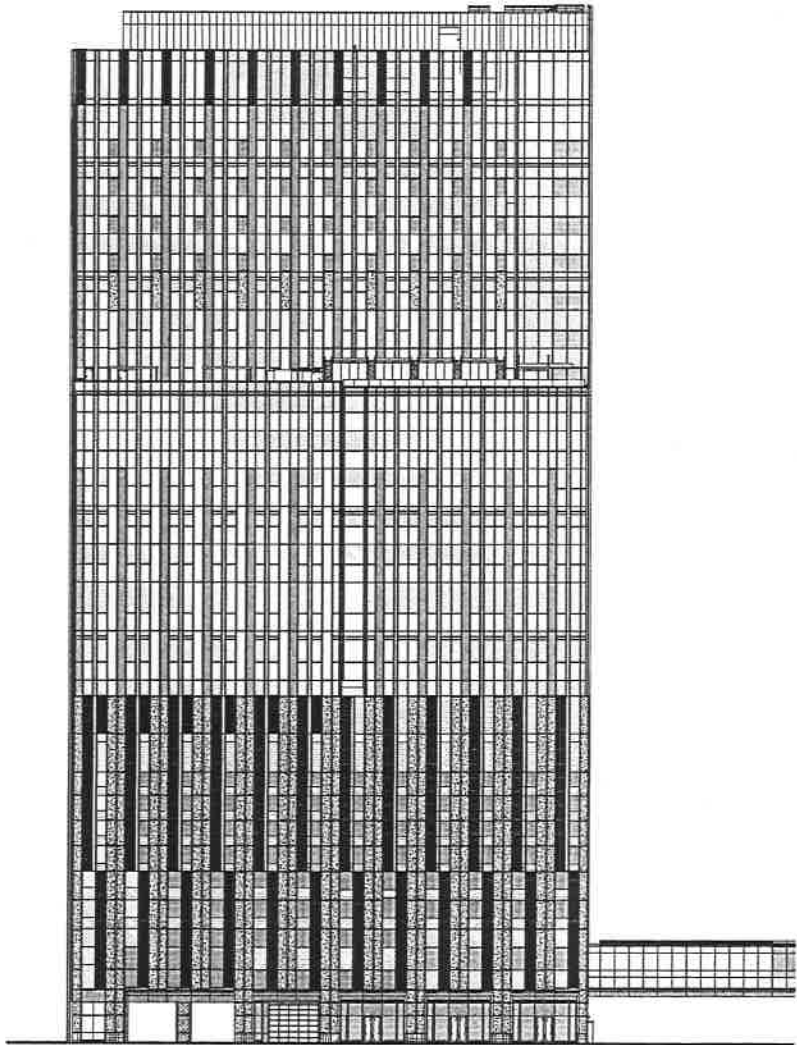
Unless otherwise noted, all dimensions are in feet and inches (F'-IN).  
Vertical dimensions are shown to the center of the grid line unless otherwise noted.  
Horizontal dimensions are shown to the center of the grid line unless otherwise noted.  
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**M** NORTHWESTERN MEMORIAL HOSPITAL  
259 E. ERIE - 10TH FLOOR  
259 E. ERIE - 16TH FLOOR CHICAGO, IL

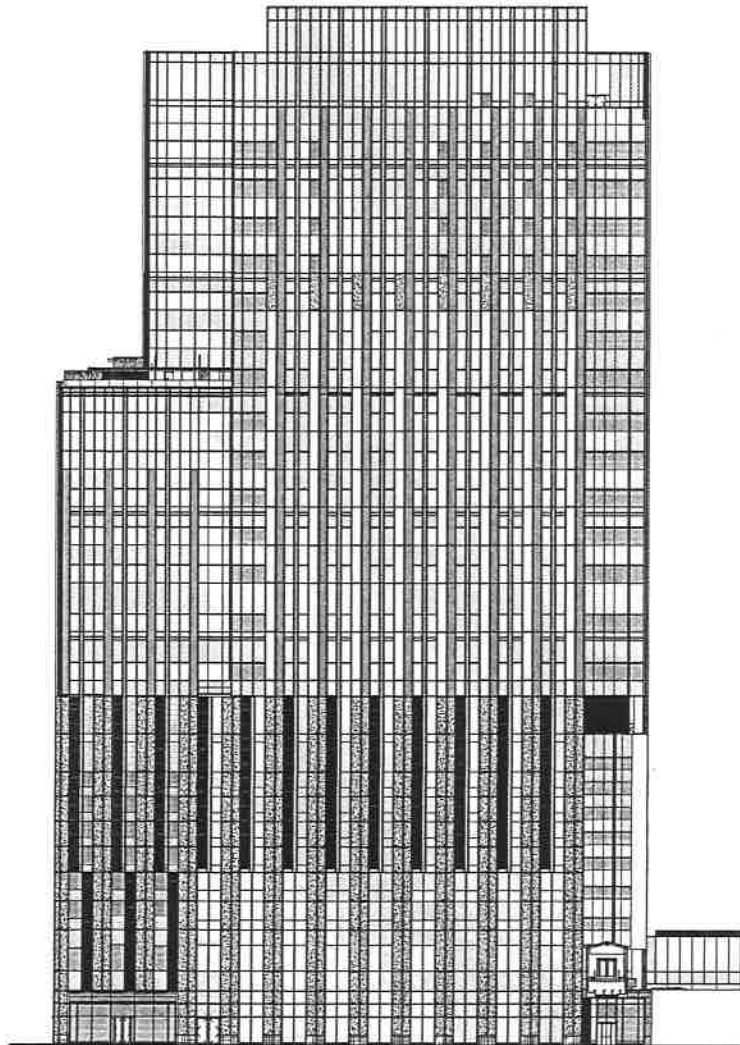
PARTIAL ELEVATIONS

Project No.	
Client	
Architect	
Scale	
Date	
Sheet No.	

SK-04



A.1 SOUTH ELEVATION



A.11 EAST ELEVATION

tvsvdesign

TRUMBULL, VETTERLEY, PRADHAN & ASSOCIATES, INC.  
115 North LaSalle, 20th Floor, Chicago, IL 60602  
312.427.7000 • Fax: 312.427.7001

Under no circumstances shall we be held responsible for the accuracy of any information contained in this drawing. It is the responsibility of the user of this drawing to verify the accuracy of the information contained herein. The user of this drawing shall be held responsible for any errors or omissions. The user of this drawing shall be held responsible for any errors or omissions. The user of this drawing shall be held responsible for any errors or omissions.

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**M** NORTHWESTERN MEMORIAL HOSPITAL  
259 E. ERIE - 18TH FLOOR  
259 E. ERIE - 18TH FLOOR CHICAGO, IL

BUILDING ELEVATIONS

Project No.	11020
Revision No.	01
Date	10/14/14
Scale	AS NOTED

SK-03



DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT  
CITY OF CHICAGO

September 7, 2012

Carol D. Stubblefield  
Neal & Leroy, LLC  
203 North LaSalle Street  
Suite 2300  
Chicago, IL 60601-1243

**Re: Administrative Relief request for Institutional Planned Development No. 3, as amended, Sub area G, Northwestern Memorial Hospital's Outpatient Care Pavilion, 237-259 East Erie Street**

Dear Ms. Stubblefield:


Please be advised that your request for a minor change to Institutional Planned Development No. 3 has been considered by the Department of Housing and Economic Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 14 of the Planned Development.

You are requesting, on behalf of the property owner, Northwestern Memorial Hospital, to allow a material substitution to the Northwestern Memorial Hospital Outpatient Care Pavilion's west elevation. You are seeking to replace exterior grade plaster on concrete with exterior insulation and finish system ("EIFS") on a portion of the west elevation only and as shown on the attached, revised West Elevation, dated September 6, 2012. The EIFS will be applied to an 18 inch concrete, fire resistant shear wall which is not visible from the public right-of-way.

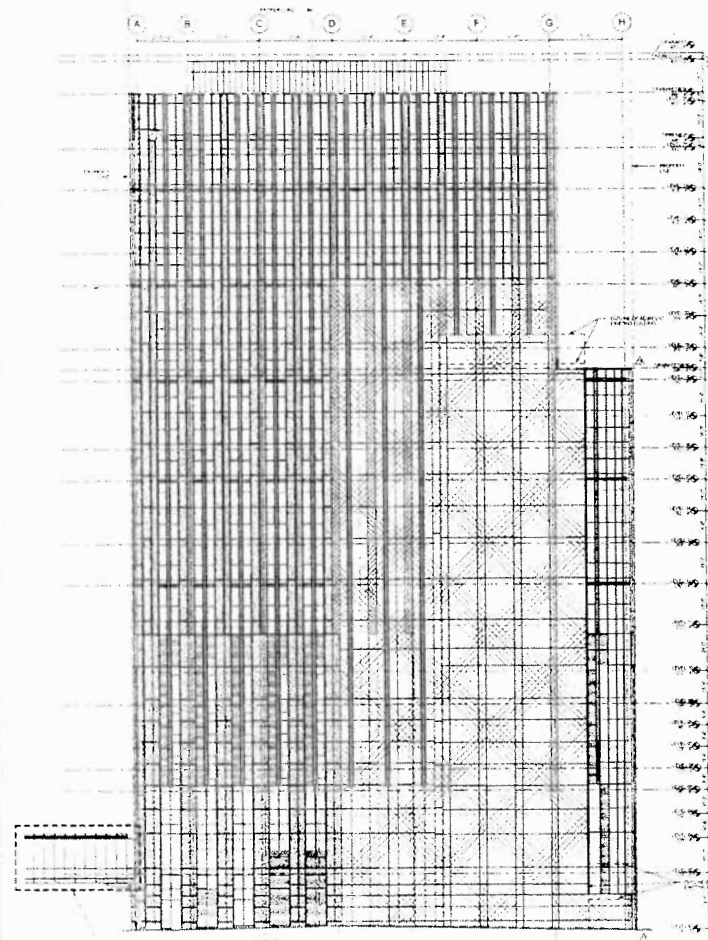
With regard to your request, the Department of Housing and Economic Development has determined that allowing this material substitution will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Institutional Planned Development No. 3, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for 12 months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,

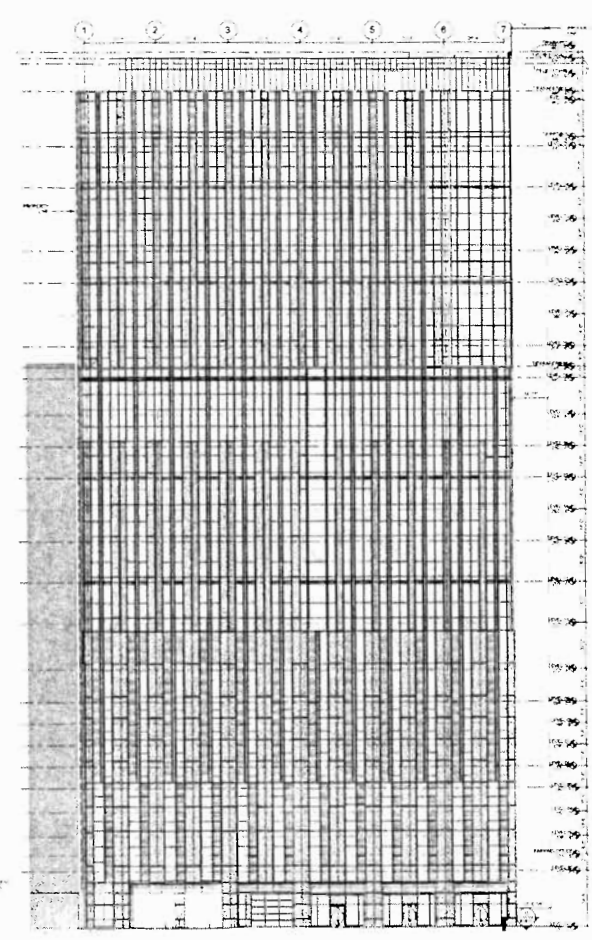
  
Patricia A. Scudiero  
Zoning Administrator

PAS: HG: tm  
C: Fernando Espinoza, Mike Marmo, Erik Glass, Main file



FENBERG BRIDGE SUBMITTED FOR PERMIT  
IN PACKAGE D06M 0211251-04

WEST ELEVATION



SOUTH ELEVATION

FONT ADJUSTED FOR CLARITY

ALL COMPONENTS SUBMITTED FOR PERMIT  
IN SHELL & CORE PERMIT PACKAGE  
D06M 0211251-04 UNLESS NOTED OTHERWISE

**REVISIONS**

NO.	DATE	DESCRIPTION
1	10/15/14	ISSUE FOR PERMIT
2	11/10/14	REVISED PER PERMIT COMMENTS
3	12/15/14	REVISED PER PERMIT COMMENTS
4	01/15/15	REVISED PER PERMIT COMMENTS
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200	05/15/31	REVISED PER PERMIT COMMENTS

**OVERALL BUILDING ELEVATIONS**

ELEVATION	FINISH	HEIGHT
WEST	100'-00"	150'-00"
SOUTH	100'-00"	150'-00"
NORTH	100'-00"	150'-00"
EAST	100'-00"	150'-00"
ROOF	150'-00"	150'-00"
MECH. FLOOR	145'-00"	145'-00"
MECH. FLOOR	140'-00"	140'-00"
MECH. FLOOR	135'-00"	135'-00"
MECH. FLOOR	130'-00"	130'-00"
MECH. FLOOR	125'-00"	125'-00"
MECH. FLOOR	120'-00"	120'-00"
MECH. FLOOR	115'-00"	115'-00"
MECH. FLOOR	110'-00"	110'-00"
MECH. FLOOR	105'-00"	105'-00"
MECH. FLOOR	100'-00"	100'-00"
MECH. FLOOR	95'-00"	95'-00"
MECH. FLOOR	90'-00"	90'-00"
MECH. FLOOR	85'-00"	85'-00"
MECH. FLOOR	80'-00"	80'-00"
MECH. FLOOR	75'-00"	75'-00"
MECH. FLOOR	70'-00"	70'-00"
MECH. FLOOR	65'-00"	65'-00"
MECH. FLOOR	60'-00"	60'-00"
MECH. FLOOR	55'-00"	55'-00"
MECH. FLOOR	50'-00"	50'-00"
MECH. FLOOR	45'-00"	45'-00"
MECH. FLOOR	40'-00"	40'-00"
MECH. FLOOR	35'-00"	35'-00"
MECH. FLOOR	30'-00"	30'-00"
MECH. FLOOR	25'-00"	25'-00"
MECH. FLOOR	20'-00"	20'-00"
MECH. FLOOR	15'-00"	15'-00"
MECH. FLOOR	10'-00"	10'-00"
MECH. FLOOR	5'-00"	5'-00"
MECH. FLOOR	0'-00"	0'-00"

OVERALL BUILDING ELEVATIONS

**A0302**

~~17-13-0611-B Proposed changes that do not meet the criteria for Minor Changes, as provided in Section 17-13-0611-A, may be approved only in accordance with the review and approval procedures for planned developments, as provided in Section 17-13-0602 through Section 17-13-0610.~~

~~17-13-0611-C An approved minor change is valid for 12 months from the date of the letter granting such approval unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.~~

~~17-13-0611-D The fee to review and process a request for minor change approval is \$1,500.00.~~

~~SECTION 2. This ordinance takes effect upon its passage and approval.~~

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AMENDMENT OF TITLE 17 OF MUNICIPAL CODE BY RECLASSIFICATION OF  
AREA SHOWN ON MAP NO. 1-E.

(As Amended)

(Application No. 17318)

(Common Address: 237 -- 259 E. Erie St., 628 -- 648 N. Fairbanks Ct.

And 238 -- 258 E. Ontario St.)

IPD 3,00

[SO2011-6698]

The Committee on Zoning, Landmarks and Building Standards submitted the following report:

CHICAGO, December 14, 2011.

*To the President and Members of the City Council:*

Reporting for your Committee on Zoning, Landmarks and Building Standards, for which a meeting was held on December 13, 2011, I beg leave to recommend that Your Honorable Body approve the mayoral appointment, MA-134, of Lynette Santiago as a member of the Zoning Board of Appeals for a term effective immediately and expiring July 1, 2015.

I beg leave to recommend the passage of mayoral introduction Number 133 (MA-133) regarding the Midway International Airport Height Overlay District.

I also recommend the passage of text amendment Number 480 (TAD-480) regarding redesignating certain segments of North Milwaukee Avenue as pedestrian streets.

I also recommend the passage of text amendment Number 471 (TAD-471) changing the effective date from 2012 to 2015 for compliance of all existing residential buildings to conform to the fire resistance rating of one hour.

I also recommend the passage of text amendment Number 473 (TAD-473) regarding safety evaluation of existing high rise buildings which was amended and corrected in its corrected form.

I also recommend the passage of text amendment Number 478 (TAD-478) regarding minor changes and amendments to approved planned developments, which was amended and corrected in its amended form.

Please let the record also reflect that text amendment Number 468 (TAD-468) was withdrawn by Alderman Tunney.

I also beg leave to recommend the passage of various ordinances transmitted herewith for the purpose of reclassifying particular areas. Three ordinances were amended and corrected in their amended form. They are Application Numbers 17303, 17318 and 17341.

I beg leave to accept applications for 16 signs, which are subject to zoning review and over 100 square feet, and 24 feet above grade.

I beg leave to recommend the waiver of building permit fees for the property located at 1552 -- 1554 North Milwaukee Avenue.

At this time, I move for passage of the proposed substitute ordinance transmitted herewith.

Respectfully submitted,

(Signed) DANIEL S. SOLIS,  
*Chairman.*

On motion of Alderman Solis, the said proposed substitute ordinance transmitted with the foregoing committee report was *Passed* by yeas and nays as follows:

*Yeas* -- Aldermen Moreno, Fioretti, Dowell, Burns, Hairston, Sawyer, Jackson, Harris, Beale, Pope, Balcer, Cárdenas, Quinn, Foulkes, Thompson, Thomas, Lane, O'Shea, Cochran, Brookins, Muñoz, Zalewski, Chandler, Solis, Maldonado, Burnett, Ervin, Reboyras, Suarez, Waguespack, Mell, Austin, Colón, Sposato, Mitts, Cullerton, Laurino, P. O'Connor, M. O'Connor, Reilly, Smith, Tunney, Arena, Cappleman, Pawar, Osterman, Moore, Silverstein -- 48.

*Nays* -- None.

Alderman Pope moved to reconsider the foregoing vote. The motion was lost.

Alderman Burke invoked Rule 14 of the City Council's Rules of Order and Procedure, disclosing that he had represented parties to this ordinance in previous and unrelated matters.

The following is said ordinance as passed:

*Be It Ordained by the City Council of the City of Chicago:*

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the Institutional Planned Development Number 3, as amended and DX-12 Downtown Mixed-Use District symbols and indications as shown on Map Number 1-E in the area bounded by:

East Chicago Avenue; North Lake Shore Drive; East Huron Street; North Fairbanks Court; East Erie Street; a line 328 feet east of North Fairbanks Court; East Ontario Street; a line 206 feet west of and parallel to North Fairbanks Court; a line 138.19 feet north of and parallel to East Ontario Street; a line 220 feet west of and parallel to North Fairbanks Court; East Erie Street; North St. Clair Street; East Superior Street; a line 571 feet west of North Fairbanks Court; a line 143 feet north of East Superior Street; and a line 466 feet west of North Fairbanks Court,

to those of Institutional Planned Development Number 3, as amended, which is hereby established in the area described above, subject to such use and bulk regulations as are set forth on the Plan of Development herewith attached and made a part hereof and to no others.

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

Plan of Development Statements referred to in this ordinance read as follows:

*Plan Of Development Statements.*

1. The area delineated herein as Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), consists of approximately 1,002,185 square feet, which is 23.01 acres of property and is depicted on the attached Planned Development Boundary, Property Line and Right-of-Way, Map (the "Property"). Title to the Property is owned by Northwestern University (herein referred to as "N.U." or the "Applicant"), Northwestern Memorial Hospital or its affiliates (hereinafter referred to as "N.M.H."), Children's Memorial Hospital ("CMH"), or their respective related entities, and, for the purposes of Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), controlled for zoning purposes by N.U.. All required disclosures are contained within the Economic Disclosure statements filed with the City of Chicago in accordance with the applicable requirements.

2. All applicable official reviews, approvals or permits are required to be obtained by the Applicant.
3. The requirements, obligations and conditions contained within Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), shall be binding upon the Applicant, its successors and assigns, and, if different than the Applicant, the legal titleholders and any ground lessors. All rights granted hereunder to the Applicant shall inure to the benefit of the Applicant's successors and assigns and, if different than the Applicant, the legal titleholder and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 of the Chicago Zoning Ordinance, the Property, at the time applications for amendments, modifications or changes (administrative, legislative or otherwise) to this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), are made, shall be under single ownership, single control or single designated control. Single control and single designated control for purposes of this paragraph shall mean that any application to the City for any amendment to this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), or any other modification or change thereto (administrative, legislative or otherwise) shall be made or authorized by N.U.. However, nothing herein shall prohibit or in any way restrict the alienation, sale or any other transfer of all or any portion of the Property or any rights, interests or obligations therein.
4. The Property within the Institutional Planned Development Number 3 boundaries, as amended (1962, 1975, 1993, 2001, 2008, 2011) is divided into seven (7) subareas as depicted on the Planned Development Boundary, Property Line and Right-of Way Map.
5. This plan of development consists of 18 statements; an Existing Land-Use Area Plan; a Planned Development Boundary, Property Line and Right-of-Way Map; an Existing Zoning Map; a Generalized Land-Use and Subarea Map, Pedestrian Overpass Plan; a Bulk Data Table; the following plans pertaining to the N.M.H. outpatient care pavilion project ("OCP Project") prepared by OWPP Cannon Design dated November 17, 2011: Detailed Site Plan, Landscape Plan, Green Roof Plan, North Elevation, East Elevation, West Elevation and South Elevation; and the following CMH plans and documents (such plans having been prepared by Zimmer Gunsul Frasca Architects LLP dated December 13, 2007): Overall Site Plan, Detailed Site Plan, Pedestrian Overpass Plan, Landscape Plan, Typical Streetscape Section, South Elevation, West Elevation, North Elevation, East Elevation and Roof Plan; the Helicopter Approach Diagram; Heliport Review Committee Guidelines; and Heliport Safety Plan, all approved as part of the 2008 amendment of the Planned Development and published in the February 6, 2008 *Journal of the Proceedings of the City Council of the City of Chicago* on pages 21279 -- 21319. The following exhibits and documents are also incorporated into the Plan of Development by reference: (1) Superior Garage Site Plan; Erie/Fairbanks Garage Site Plan; Superior Garage Landscape Plan; an Erie/Fairbanks Garage Landscape Plan; North, South and West Elevations of the Huron-St. Clair Parking Facility (the "Superior Garage"); North, South and West Elevations of the Erie-Ontario Parking Facility (the "Erie-Ontario parking structure") and Traffic Management Plan, all approved as part of

the 1993 amendment of the Planned Development and published in the June 23, 1993 *Journal of the Proceedings of the City Council of the City of Chicago* on pages 34589 through 34641; (2) Subarea E Inpatient Hospital and Medical Office Building plans for which Interim Stage Part II approval was granted by the Department of Planning and Development on June 14, 1995; (3) the following Erie Street Parking Structure plans prepared by Walker Parking Consultants and Ross Barney & Jankowski dated March 15, 2001: Site Plan, Street Level Planting Plan, South Elevation, West Elevation, North Elevation, Perspective, Top Tier Plan, Roof Top Planting Plan, New Parking Structure Typical Planter Box Planting Plan, all approved as part of the 2001 amendment of the Planned Development and published in the March 28, 2001 *Journal of the Proceedings of the City Council of the City of Chicago* on pages 56488 through 56521; and (4) the TMP placed on file by the Applicant from time to time as referenced in Statement 12(f). These and no other zoning controls shall apply to the Property. This Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), conforms to the intent and purpose of the Chicago Zoning Ordinance, Title 17 of the Municipal Code of Chicago, and all requirements thereof, and satisfies the established criteria for approval as a Planned Development.

6. The following uses shall be permitted on the Property subject to the restrictions in Statement 12 and in the Bulk Data Table:

- Subarea A: Educational, Residential, Research and Medical, Dental and Legal Offices.
- Subarea B: Educational, Hospital, Institutional, Residential, Research, Medical and Dental Uses.
- Subarea C: Educational, Hospital, Heliport, Residential, Professional Offices, Research, Medical and Dental Uses.
- Subarea D: Educational, Hospital, Research, Medical, Dental, Accessory Parking and Non-Accessory Parking.
- Subarea E: Hospital, Professional Offices, Research, Medical and Accessory Parking Uses.
- Subarea F: Accessory Parking, Non-Accessory Parking, Public Transit, Commercial and Institutional Uses.
- Subarea G: Hospital, Office, Medical Service, Ambulatory, Research, Medical, Accessory Parking, Commercial and Institutional Uses.

Residential shall be defined as temporary housing for family members of faculty, students, patients or staff, medical and nursing staff, students and visiting faculty, guest rooms for patients and visitors, outpatient care facilities, and other residential uses

connected to the primary missions of CMH, N.M.H., the Rehabilitation Institute of Chicago, and Northwestern University. All other residential uses will require an amendment to this planned development.

Daycare centers (adult and child) shall be permitted in all subareas, as shall accessory uses, including ground-floor and other accessory retail.

7. Temporary signs such as construction and marketing signs, on-premises and other necessary signs shall be permitted within this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011) subject to the review and approval of the Department of Housing and Economic Development ("DHED") and Section 17-12-0804.
8. Any dedication or vacation of streets, alleys or easements in the public way or any adjustment of rights-of-way shall require a separate submittal on behalf of the Applicant and approval by the City Council.
9. Any service drive or other ingress or egress shall be adequately designed and paved in accordance with the regulations of the Chicago Department of Transportation ("CDOT") in effect at the time of construction and in compliance with the Municipal Code of the City of Chicago, to provide ingress and egress for motor vehicles, including emergency vehicles. The plan for vehicular ingress and egress shall be subject to the review and approval of CDOT and DHED. All work proposed in the public way must be designed and constructed in accordance with the Department of Transportation "Construction Standards for Work in the Public Way" and the "Street and Site Design Standards", and in compliance with the Municipal Code. Closure of all or any part of any public street or alley during demolition or construction shall be subject to the review and approval of CDOT and the Office of Emergency Management and Communications ("OEMC").
10. In addition to the maximum height of any proposed buildings or any appurtenance thereto prescribed in this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), the height of any improvements shall also be subject to height limitations approved by the Federal Aviation Administration.
11. For purposes of maximum floor area ratio ("FAR") calculations, the definitions in the Chicago Zoning Ordinance shall apply; provided, however, that in addition to the other exclusions from floor area for purposes of determining FAR permitted by the Chicago Zoning Ordinance, all floor area devoted to mechanical equipment prior to the approved 2011 amendment in excess of one thousand (1,000) square feet in a single location, regardless of placement in the building, shall be excluded. All new floor area devoted to mechanical equipment from the date of the approved 2011 amendment in excess of five thousand (5,000) square feet in a single location, regardless of placement in the building, shall be excluded.

12. The improvements on the Property, including the on-site exterior landscaping, the landscaping along the adjacent rights-of-way and all entrances and exits to and from the parking and loading areas, shall be designed, constructed and maintained in substantial conformance with the Plans, Maps, Site Plans and exhibits described in Statement 5. In addition, the improvements on the Property shall be subject to the following specific regulations:
- (a) Landscaping and Lighting: Any parkway trees shall be installed and maintained in general accordance with the Site Plans and Elevations attached hereto, and the parkway tree planting provisions of the Chicago Landscape Ordinance and corresponding guidelines and regulations. A landscaped pedestrian connection shall be provided adjacent to the Subarea D parking garage in the locations depicted on the Landscape Plan for this garage approved as part of the 1993 Planned Development amendment. Such pedestrian connection shall be graded, planted (with grass and trees or ornamental plantings) and lit. Planter boxes have been installed as indicated on the Building Elevations of the Erie-Ontario parking structure and maintained during growing season. Planter boxes shall not be required to be installed on the existing portion of the Erie-Ontario parking structure until construction of the addition to the Erie-Ontario parking structure contemplated by this planned development amendment has been completed.
  - (b) Loading: Off-street loading shall be provided in accordance with Statement 12(f) and Site Plans approved as part of the 1993 and the 2001 Planned Development amendments.
  - (c) Parking: Parking spaces required under this planned development may be designed to accommodate compact cars. Notwithstanding anything to the contrary in the Chicago Zoning Ordinance, such compact car parking spaces may be less than eight feet wide, but no less than seven and one-half (7½) feet wide. Up to 75 neighborhood residential parkers will be accommodated in the Subarea F garage at market rates on a monthly basis. A minimum of two percent (2%) of spaces shall be designed and designated for use by persons with disabilities.
  - (d) Circulation: Parking space layout, loading access, private roadway vehicular circulation routes, private pedestrian circulation routes, parking structure operational design and the location and design of curb-cuts at public streets shall be designed and constructed in substantial accordance with the Site Plans attached hereto or approved as part of the 2001 and 2008 Planned Development amendments. A private north/south, mid-block pedestrian connection shall be provided as depicted on the Superior Garage Landscape Plan approved as part of the 1993 Planned Development amendment.
  - (e) Pedestrian Overpasses and Tunnels: Any pedestrian overpass or tunnel affecting the public way shall be designed and constructed in substantial conformity with

the Site Plans attached hereto or approved as part of the 2(X)8 Planned Development amendment, including the Pedestrian Overpass Plans (2008 and 2011), Generalized Land-Use Plan (2008) and Generalized Land-Use and Subarea Map (2011). Removal of the existing double-decked skybridge over Superior Street shall commence during the demolition of the existing Wesley hospital building within Subarea C and shall be diligently pursued to completion thereafter. Removal of the existing upper level of the skybridge over Fairbanks Court shall commence during the demolition of the existing Passavant hospital building within Subarea B and shall be diligently pursued to completion thereafter. Notwithstanding anything to the contrary in the prior sentence, removal of the third and sixth level skybridges over Superior Street and removal of the sixth level skybridge over Fairbanks Court shall commence no later than December 31, 2001. As is indicated on the Pedestrian Overpass Plan (2001) and Generalized Land-Use Plan (2001), the Applicant shall be permitted to relocate and rebuild the existing third level skybridge which extends over Fairbanks Court from Subarea D to Subarea B.

(f) Traffic management and mitigation:

(1) Traffic Management Plan.

The Applicant shall be responsible for continuing implementation of certain operational controls over parking and traffic activity associated with the Planned Development. These operational controls shall be as set forth in the Traffic Management Plan ("TMP") which shall be deemed an integral part of this Planned Development. The Applicant's compliance with the TMP shall be a requirement of Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011). The Applicant specifically agrees to review and update the TMP and submit same for review by CDOT and OEMC prior to issuance of Part II approval for the superstructure of the CMH hospital, and to finalize the TMP within six months of submission of the draft subject to approval by DPD, CDOT and OEMC. The amended TMP shall describe any new, existing or modified measures that the Applicant shall implement to exercise management and operational control over parking and traffic activity, including but not limited to:

- a. private shuttle services;
- b. coordination with public transit agencies concerning campus service and promotion of public transit alternatives;
- c. parking operational policies to promote efficient traffic flows within the Planned Development;
- d. promotion of facilities to actively encourage bicycle usage;

- e. off-street loading operational policies, including restrictions on deliveries during certain hours;
- f. active transportation management activities and usage of Traffic Control Aides;
- g. statements of traffic-related planning principles that the Institutions commit to following in the redevelopment of institutionally-controlled properties within the Planned Development; and
- h. valet parking service operational policies. In order to assure the effectiveness of the TMP, prior to March 31<sup>st</sup> of each year following occupancy of the CMH hospital within Subarea C by inpatients (the "CMH Occupancy Date"), the Applicant shall submit to the Commissioner of CDOT and the Executive Director of OEMC (with a copy to the Commissioner of DHED) a report describing the past year's traffic and parking activity and assessing the effectiveness of the various provisions of the TMP, and any recommended modifications thereto.

(2) Traffic Control Aides.

OEMC has determined that the posting of Traffic Management Authority Control Aides("Aides") would help traffic operations at key intersections within and adjacent to the planned development during the AM and PM peak hours and allow for strict enforcement of both curbside regulations and parking restrictions. Accordingly, the Applicant agrees, during the period of construction of the CMH hospital, to compensate the City, at the generally applicable part-time Aide rate, for the cost of six Aides posted within or adjacent to IPD3 as determined necessary by OEMC. The Applicant further agrees, from the date that the CMH hospital is occupied, to compensate the City for the cost of 12 Aides posted within or adjacent to the Planned Development as determined necessary by OEMC. The compensation will be based on actual Aide assignment to intersections or streets (if a roving Aide) within or adjacent to the planned development.

The payment structure by which the Applicant compensates the City will be determined by the Office of Budget and Management and OEMC. At a minimum, the Applicant agrees to enter into a Grant-based Intergovernmental Agreement ("IGA") with OEMC to provide the payment for the Aides. The first payment will be made prior to issuance of the first building permit for the CMH hospital and will be pro-rated for the remaining number of months in that year. On January 1<sup>st</sup> of the following year, the Applicant will provide the next payment, and each January 1<sup>st</sup> thereafter. The IGA will be reviewed annually to determine if the grant amount needs

to be modified based on changes in wages or staffing. The Applicant may request the City's approval of changes to this statement, including specifically the number of Aides and the amount of the Applicant's payment obligation based on evidence of changed circumstances. Such evidence shall include, as appropriate, traffic analyses and other technical data. The City agrees at a minimum, based on Applicant-supplied traffic analyses, OEMC/CDOT data and analyses and other evidence, to review the appropriateness of the Applicant's Aide payment obligation on the earlier to occur of (1) the date of the next requested comprehensive amendment of this Planned Development; or (2) the two-year anniversary of the CMH Occupancy Date.

(3) Pedestrian Countdown Signal.

The Applicant has reimbursed the City for the cost to retrofit existing traffic signals with up to 44 pedestrian countdown signals at the following locations:

- Lake Shore Drive -- Chicago (2 each)
- Chicago -- Fairbanks (4 each)
- Mies Van Der Rohe -- Chicago (6 each)
- Huron -- St. Clair (8 each)
- Huron -- Fairbanks (8 each)
- Erie -- Fairbanks (8 each)
- Ontario -- Fairbanks (8 each)

The City has completed the retrofitting of the pedestrian countdown signals.

The Applicant will reimburse the City for the cost to retrofit the existing traffic signals at the intersection of East Ontario Street and North St. Clair Street with up to eight pedestrian countdown signals. The City will use reasonable efforts to complete the retrofitting of the pedestrian countdown signals at this intersection prior to the issuance of the Certificate of Occupancy for the OCP Project.

(4) Additional Traffic And Street Improvements.

(A) McClurg Court:

The Applicant has completed to the satisfaction of CDOT and OEMC a traffic engineering study of the conversion of McClurg Court between Ohio and Ontario from one-way northbound to either one-way southbound or two-way. The study assessed the traffic impacts and benefits of each alternate and included assessments of intersection operations in the area bounded by McClurg, Ontario, Fairbanks, and Illinois. The Applicant will provide a preliminary plan of the preferred alternative should such an alternative be determined by the City.

The Applicant shall compensate the City for all costs associated with the conversion of the direction of McClurg Court within its existing right-of-way, including design, traffic signal modifications, signage, pavement markings and movement, if any, of parking meters. The City will use reasonable efforts to complete the work at such time prior to the CMH Occupancy Date as mutually agreed by the Applicant and the City.

(B) Restriping Of Chicago Avenue And Superior Street:

The Applicant will implement pavement marking and signage changes in substantial conformance with the restriping plans for Chicago Avenue between Fairbanks and Lake Shore Drive as shown in a conceptual sketch previously submitted to CDOT and OEMC and attached to this planned development and for Superior Street between St. Clair and Fairbanks as shown in the CMH Site Plan no later than the CMH Occupancy Date. Prior to doing this work, the Applicant will submit permit applications with more detailed drawings as required by CDOT and OEMC.

(C) Chicago -- Fairbanks Curb Radius:

The Applicant has widened the southwest corner curb radius of the Chicago and Fairbanks intersection, including relocation or modification of traffic signal poles.

(D) Valet Parking And Car Retrieval:

If a valet parking option is offered at the CMH hospital within Subarea C, such option may only be available for emergencies and

to persons with disabilities. The Applicant agrees that in such operation, vehicles must be dropped off at the front entry to CMH in the planned internal driveway and must be retrieved by the CMH patron/visitor within the Huron-Superior garage.

(E) Traffic Signal Warrant Study:

The Applicant shall compensate the City for all costs associated with a study to be performed by OEMC one year after the CMH Occupancy Date to determine whether traffic signals are warranted at the intersection of Superior Street and St. Clair Street and at the intersection of Superior Street with the CMH and Prentice Hospitals exit drive and the entrance/exit of the Superior Parking Garage. If the OEMC study determines that traffic signals are warranted at the intersection of Superior Street and St. Clair Street, the City will use reasonable efforts to install traffic signals at said intersection and the Applicant shall compensate the City for all costs associated with the design and improvement of the intersection with traffic signals. If the OEMC study determines that traffic signals are warranted at the intersection of Superior Street with the CMH and Prentice Hospitals exit drive and the entrance/exit of the Superior Parking Garage, the Applicant will, at its sole cost, provide detailed engineering drawings, secure all necessary permits, and complete all work associated with the improvement of the intersection with traffic signals, including but not limited to, striping, signage and accessible pedestrian crosswalk and ramps within one year of the City's determination that the signals are warranted. Future traffic signals and signage within the Planned Development will be considered during review of future applications for site plan review and amendments to the planned development.

(F) Chicago -- Mies Intersection:

The Applicant will provide fully complete and detailed engineering drawings and a permit application for traffic signal, pavement marking and signage changes at the intersection of Chicago Avenue and Mies Van Der Rohe Way, including the entrance driveway to Children's Memorial Hospital -- Prentice Women's Hospital, and will complete the work prior to the CMH Occupancy Date. The design of the intersection shall conform substantially to that shown on the CMH Site Plan incorporated herein.

- (g) Modal split/transit outreach report: As of the date hereof, the Applicant has submitted to the City a report describing the means of transportation used by

patrons to reach the Applicant's facilities within the Planned Development and, specifically, what percentage of patrons (identified by patron type -- e.g., students, professional employees, staff, visitors -- and transportation means -- e.g., public transit, private shuttles, taxicabs, et cetera) reach such facilities by means other than private, single-occupied passenger vehicles. Such report also identified efforts undertaken by the Applicant, including, but not limited to, promoting of the availability of campus shuttles and trolleys to employees and visitors, incentives offered to employees for public transit usage and outreach efforts -- including informational postings -- to encourage such patrons to reach the Applicant's facilities by means other than private, single-occupied passenger vehicles. Such report shall be updated by the Applicant every three (3) years and may be conducted using generally accepted statistical sampling techniques. The Applicant shall use its good faith efforts to require that owners of property within the planned development other than Applicant participate with the Applicant in the production of the report described herein.

- (h) Heliport: In addition to the uses specified in Statement 6 for Subarea C, the roof of the CMH hospital may be used for an emergency medical helicopter heliport (the "Landing Pad") to receive pediatric patients and organs (organs only when the CMH patient is in a critical life-threatening condition) being transported under the following conditions:
- (1) Helicopter transports will be used only for medical and surgical emergencies in cases where there is notification of a primary need for pediatric treatment of CMH patients. Any change to the use set forth in this sub-part must be approved by means of an amendment to the planned development.
  - (2) Helicopter transports to or from CMH will be made only during the following circumstances:
    - (A) when patients require immediate transport for surgery or medical care in an intensive care unit;
    - (B) when the patient meets the medical criteria stated above and when travel distance is more than 40 miles away; or less than 40 miles away, but ground traffic or weather conditions would delay the transport and threaten the life of the patient.
  - (3) The decision to transfer a patient to CMH by air or ambulance will strictly remain a decision between the referring physician, the CMH Transport Team and their Medical Control.
  - (4) CMH will not own or operate a helicopter transport business and will not base, store, fuel or service (except in the case of a mechanical emergency) a helicopter at its Landing Pad.

- (5) CMH follows the operational criteria for its use of the Landing Pad set forth in the attached Heliport Safety Plan.
  - (6) The Landing Pad meets the design requirements set forth in the attached Heliport Safety Plan.
  - (7) CMH establishes and maintains a Heliport Review Committee consistent with the attached Heliport Review Committee guidelines.
  - (8) CMH will submit all required documentation to the State of Illinois Department of Transportation Division of Aeronautics in order for that agency to review and, if the appropriate regulations are met, to issue the appropriate permit for utilization of this heliport.
- (i) The Applicant shall provide by the earlier of (a) the CMH Occupancy Date; or (b) December 31, 2012 (the "Parking Expansion Date"), subject to delays caused by acts of nature, labor disturbances or other causes outside of the reasonable control of the institutions, additional off-street accessory parking capacity of not less than 1,100 spaces of which not less than 800 spaces will be spaces in a newly constructed parking facility within the Campus Area (the New Parking Facility") and the balance of which may be provided by securing off-street parking rights (collectively, the "2012 Parking Commitment") potentially in the form of a long-term lease. It is acknowledged that the provision of this additional peak parking supply is in the public interest and appropriate for development within the Campus Area. The Campus Area is that area bounded by Chicago Avenue, Lake Shore Drive, Illinois Street and Michigan Avenue.

The extent to which the number of parking spaces provided in the New Parking Facility is less than 1,100 shall be described as the "Additional Spaces". The Additional Spaces shall, to the extent located in whole or in part within the area bounded by Ontario Street on the south, Lake Shore Drive on the east, Chicago Avenue on the north and Michigan Avenue on the west (the "Existing Facility Exclusion Area"), be located only in a newly constructed parking facility or facilities. Additional Spaces may be located in parking facilities existing as of the date of approval of the 2008 planned development amendment outside the Existing Facility Exclusion Area if the Applicant can reasonably demonstrate to the Commissioner of DHED that such parking spaces proposed to be used to accommodate the Additional Spaces are vacant. Any such Additional Spaces will only be occupied by parties associated with the institutions located within the Planned Development other than patients or visitors of patients.

In furtherance of the 2012 Parking Commitment, the Applicant agrees to comply with the following milestones concerning the New Parking Facility and Additional Spaces: (i) provision of written notice to the Commissioner of the Department of Planning & Development and CDOT not later than March 31, 2009 identifying

the specific sites on which the New Parking Facility will be built and where the Additional Spaces, if any, will be located, including the provision of a letter of intent or actual lease agreement that long-term rights to the Additional Spaces are feasible; (ii) submission to the City of appropriate land use approval applications (in the form of a new Planned Development application, amendment to this Planned Development or Site Plan Approval) concerning the New Parking Facility not later than June 30, 2009; and (iii) submission of an application to the Department of Construction and Permits for a building permit for the New Parking Facility not later than January 1, 2010, subject to prior receipt from the City of required land use approvals.

- (j) Fairbanks Court elevation of Erie-Ontario Parking Structure: It is hereby acknowledged that the Applicant has proposed the construction of an addition to the Erie-Ontario parking structure which is to be naturally ventilated and that there shall be no requirement in this planned development that would require the Applicant to provide ventilation other than that naturally occurring. The Applicant has agreed to fully glaze the openings in the Fairbanks Court (West) Elevation of the parking structure addition. Should the proposal for full glazing of such West Elevation fail to meet the requirements of the City of Chicago for continued natural ventilation of the parking structure addition, the Applicant shall be permitted to substitute for a portion (or all of) the glazing grills, open air screening panels or other architectural elements to avoid mechanical ventilation requirements. The amount of glazing to be eliminated under such circumstances shall be the minimum necessary to provide for continued natural ventilation of the parking structure. Prior to making such substitution, the Applicant shall submit a proposed revised West Elevation to DHED for its review and approval, such approval not to be unreasonably withheld.
13. Future improvements within this planned development to which statement 15 applies shall be designed, constructed and maintained in general conformance with the design standards set forth as follows:
- (a) Building Character And Scale. Buildings will be designed so that they are compatible with the existing Northwestern Campus buildings. Scale, massing, articulation, setbacks, materials, color, texture, lighting, fenestration and other architectural devices will be used to avoid a monotonous and blank appearance. Each building's mass will be designed in such a way as to distinguish its uses and constituents. Exterior walls visible from any public way shall be designed and constructed to avoid a monotonous and blank appearance through the use of texture and detail on windows, openings, projections, recesses, offsets or other architectural devices. Special attention shall be given to achieve an interesting building design at the pedestrian level through landscape elements, articulation of surface forms and texture, expression of the structural rhythm and architectural detail. Further, to the extent active uses within the building are located toward the periphery, where appropriate, windows and entrances are encouraged at grade level along the public way. Further, established circulation

and public space patterns at street level shall be respected and architectural datums such as cornices, fenestration and setbacks that are present in the immediate vicinity shall be recognized in the design of the building.

- (b) **Roof Tops.** Each building crown shall be distinctive and designed to integrate fully and screen all mechanical systems customarily placed on rooftops within an architectural enclosure. Mechanical equipment will be concealed or integrated into the architectural design.
- (c) **Horizontal Projections.** Horizontal projections (such as balconies, loggias or terraces) shall be permitted within required building setbacks. Canopies, awnings, cornices and similar projections shall be allowed provided they do not in any way obstruct the public way.
- (d) **Pedestrian Overpasses And Tunnels.** Pedestrian overpasses shall be designed to be as transparent and unobtrusive as possible and shall be compatible with the architectural style, color and materials of the existing Northwestern campus.
- (e) **Lighting.** Base level lighting shall address a variety of functions. More intense, but directed, lighting shall be provided at public entries, drop-offs, pedestrian ways, et cetera, for clarity and security purposes. Base-level facade and landscape lighting will be softer in nature. The use of lighting to highlight architectural features is encouraged; however, lighting shall not beam directly into windows of other buildings.
- (f) **Paving.** Decorative paving patterns and materials are encouraged. However, paving materials shall be compatible with existing paving materials within the Northwestern Campus. All paving design shall comply with requirements for accessibility by disabled persons.
- (g) **Street Furniture.** Light standards, sidewalks, curbing and flagpoles proposed within public spaces shall be compatible with the Northwestern Campus standard.
- (h) **Circulation.** Buildings and uses shall be provided with vehicular and pedestrian access to a public roadway. Private roadway vehicular circulation and private pedestrian circulation routes, if any, and the location and design of any curb-cuts at public streets shall be designed and constructed to promote a safe, efficient, appropriate and beneficial design.
- (i) **Private Roadways.** A private roadway shall mean any private drive or way located on private property which is designed and intended for use as vehicular access to uses located therein. Private roadways shall be designed and paved in compliance with the Municipal Code of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. Fire lanes, if required within the private roadways, shall be designed and paved to provide access and egress for emergency vehicles. No parking except for loading and unloading

of pedestrians shall be permitted within such fire lanes. All private roadways shall be reasonably accessible to private pedestrian use but need not be made available to the general public. Any private roadways shall be designed and configured to provide direct and coherent pathways to public streets.

- (j) Curb Cuts. Private roadways, driveways, entrances to off-street parking and to loading docks, and all other facilities requiring curb cuts shall be located to minimize conflicts with on-street traffic and with pedestrian circulation. All such curb-cuts shall be constructed in accordance with the standards of the City of Chicago. No curb cut shall be located within ten (10) feet of any other curb cut. No automobile entrances shall be permitted on St. Clair Street.
14. Notwithstanding anything to the contrary contained in Section 17-13-0611 of the Chicago Zoning Ordinance, the terms, conditions and exhibits of this planned development may be modified administratively by the Commissioner of DHED upon the request of the Applicant and after a determination by the Commissioner that such a modification is minor, appropriate and consistent with the nature of the development of the Property contemplated herein. Any such modification shall be deemed a minor change in the planned development as contemplated by Section 17-13-0611 of the Chicago Zoning Ordinance.
15. Prior to issuance by DHED of a determination pursuant to Section 17-13-0610 of the Chicago Zoning Ordinance ("Part II approval") for any future development within this planned development, except as described in the following paragraph and except for alterations to existing buildings which do not increase their height or alter their footprints, a site plan for the proposed development shall be submitted to the Commissioner of DHED for approval. Site plan approval is intended to assure that specific development proposals conform with this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), and to assist the City in monitoring ongoing development. Such site plan need only include the area proposed for development or redevelopment, and immediately adjacent public rights-of-way, for which approval is being sought by the Applicant. Except as described herein, no Part II approval shall be granted until an applicable site plan has been approved.

The provisions of this statement 15 shall not apply to: (i) any structures for which building permits have been issued as of the date of passage of the 2001 amendment of this planned development; and (ii) the development or redevelopment of any unbuilt structure for which an application for Part II approval has been submitted, including a site plan for all phases of a multi-phased project, and which is still pending, or for which a building permit has not yet been issued, as of the date of passage of the 2001 amendment of the planned development. In the case of a Part II submittal that is pending which seeks a building permit for the first of a multi-phased project, an exclusion from the requirements of this statement 15 shall apply to all phases of such project, so long as a site plan for all phases of the project accompanies the Part II submittal for the first (1<sup>st</sup>) phase. Upon the issuance of a building permit for any project

for which a Part II submittal has been made, the site plan included within such approved Part II submittal shall be deemed to be an integral part of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011).

After approval of a site plan by the Commissioner, the approved site plan may be changed or modified pursuant to the provisions of statement number 14 hereof. In the event of any inconsistency between an approved site plan and the terms of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), in effect at the time of approval of such site plan or of the modifications thereto, the terms of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), shall govern.

A site plan shall, at a minimum, provide the following information:

- (a) boundaries of the development parcel or parcels;
- (b) building footprint;
- (c) dimensions of all setbacks;
- (d) location and depiction of all parking spaces (including relevant dimensions);
- (e) location and depiction of all loading berths (including relevant dimensions);
- (f) all drives, roadways and vehicular routes;
- (g) all landscaping (including species and size);
- (h) all pedestrian circulation routes and points of ingress/egress (including sidewalks);
- (i) all site statistics applicable to the development parcel or parcels including:
  - (1) floor area and floor area ratio as represented on submitted drawings;
  - (2) number of parking spaces provided;
  - (3) number of loading berths provided; and
  - (4) uses or development of parcels.
- (j) parameters of the building envelope including:
  - (1) maximum building height; and
  - (2) setbacks and vertical setbacks, required and provided.

A site plan shall include such other information as may be necessary to illustrate conformance with this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), including, without limitation, building elevations.

16. The Applicant acknowledges that it is in the public interest to design, construct and maintain all buildings in a manner which promotes and maximizes the conservation of natural resources. The Applicant agrees to a minimum of "LEED" (Leadership in Energy and Environmental Design) Basic Certification for the CMH hospital and OCP Project. Copies of these standards may be obtained from DHED. The Applicant also agrees to provide a vegetative ("green") roof system on a minimum of 25 percent of the net flat roof areas of all new buildings. "Net roof area" shall be defined as the total area of the roof minus any required perimeter setbacks, rooftop structures and roof-mounted equipment and mechanical penthouses required by the City Codes. A vegetative ("green") roof system of a minimum of 25 percent (12,117 square feet) of the net flat roof of the CMH hospital shall be installed and maintained. A vegetative ("green") roof system of a minimum of 25 percent (25,220 square foot) of the net flat roof of the OCP Project shall be installed and maintained.
17. The Applicant acknowledges that it is in the public interest to design, construct and maintain the project in a manner which promotes, enables, and maximizes universal access throughout the Property. Plans for all buildings and improvements on the property shall be reviewed and approved by the Mayor's Office for People with Disabilities ("MOPD") to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility. Plans for all buildings and improvements on the Property shall be reviewed and approved by MOPD to ensure compliance with applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility at the time of application for a building permit.
18. Unless substantial construction of the proposed improvements within Subarea G as contemplated in this planned development amendment have commenced within six (6) years following adoption of this planned development amendment, and are diligently pursued, then this 2011 planned development amendment shall expire as to the uncompleted portion; provided, however, that if the City Council amends the Chicago Zoning Ordinance to provide for a shorter expiration period which is applicable to all planned developments, then this 2011 planned development amendment shall expire upon the expiration of such shorter time period as provided by any such amendatory ordinance (the first (1<sup>st</sup>) day of which as applied to this planned development shall be the effective date of the amendatory ordinance). If this 2011 planned development amendment expires under the provision of this section, then the zoning of the portion of the property located within Subarea G which was added to this Institutional Planned Development Number 3 as a result of this 2011 amendment shall automatically revert to DX-12, while the remaining portion of Planned Development Number 3 shall revert to the 2008 planned development amendment.

[Existing Zoning Map; Existing Land-Use Area Plan; Generalized Land-Use and Subarea Map; Overall Site Plan, Detailed Site Plan; Pedestrian Overpass Plan; Landscape Plan; Typical Streetscape Section; North, South, East and West Elections; Roof Plan; Children's Memorial Hospital Proposed Heliport Flight Paths; Planned Development Boundary, Property Line and Right-of Way Map; and Green Roof Plan referred to in these Plan of Development Statements printed on pages 18146 through 18168 of this *Journal*.]

Bulk Regulations and Data Table referred to in these Plan of Development Statements reads as follows:

*Institutional Planned Development No. 3, As Amended  
(1962, 1975, 1993, 2001, 2008, 2011).*

*Bulk Data Table.*

Subarea	Net Area	Maximum Floor Area Ratio	Maximum Percent Of Land Coverage	Minimum Periphery Setbacks	Minimum Distance Between Buildings
A.	247,714 square feet 5.69 acres	9.9	85%	6 feet along Chicago Avenue 22 feet along Lake Shore Drive	
B.	233,382 square feet 5.36 acres	9.5	85%	20 feet along Lake Shore Drive	25 feet between Patient Windows
C.	141,404 square feet 3.25 acres	13.25	90%	0 feet along Chicago Avenue	15 feet between Patient Windows
D.	130,982 square feet 3.01 acres	2.4	90%	0 feet	
E.	130,994 square feet 3.01 acres	17.44	97%	15 feet minimum along St. Clair Street  15 feet minimum along Fairbanks Court	

Subarea	Net Area	Maximum Floor Area Ratio	Maximum Percent Of Land Coverage	Minimum Periphery Setbacks	Minimum Distance Between Buildings
F.	71,615 square feet 1.64 acres	.25	100%	0 feet	
G.	46,094 square feet 1.06 acres	15.00	87.9%	15 feet minimum along Fairbanks Court	2 feet to west interior property line plus 1 foot, 3 inches from interior property line to adjacent building; total 3 feet, 3 inches building to building
Total	1,002,185 square feet 23.01 acres	10.86	95%		

Gross Site Area = Net Site Area (23.01 acres) + Public Right-of-Way (10.72 acres) = 33.73 acres

Maximum Permitted Floor Area Ratio  
(For Total Net Site Area): 10.86

Maximum Percent of Land Covered  
(For Total Net Site Area): 95%

Minimum Number of Off-Street  
Parking Spaces: 2,814

See Statement 12(i) for provisions related to the development of additional parking supply.

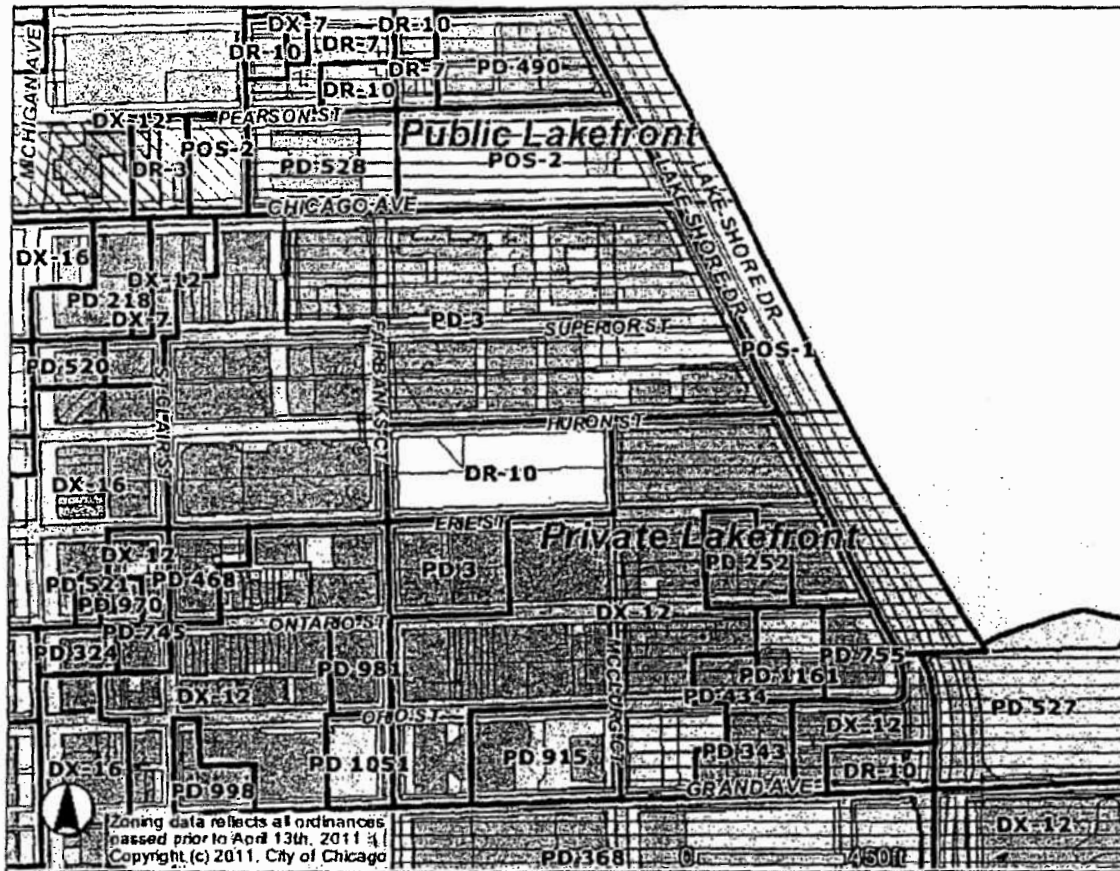
Minimum number of off-street loading spaces shall be provided in accordance with the Chicago Zoning Ordinance subject to review of the Department of Transportation and approval by the Department of Housing and Economic Development.

The above noted regulations relate to the ultimate development within the Planned Development Area.

Interim stages of development may exceed these permitted standards, subject to approval of the Department of Housing and Economic Development.

The public parking structure located in Subarea "D" is assigned a 0.0 FAR because it is intended to provide accessory parking for uses within the Planned Development and other medical uses related thereto. The parking and public transit uses within the public parking structure located in Subarea "F" are assigned a 0.0 FAR because they are intended to provide accessory parking for uses within the planned development and other medical uses related thereto and to accommodate public transportation staging needs. A parking structure will be considered as an accessory parking facility if it provides a minimum of 50 percent of the spaces contained therein for accessory parking.

Existing Zoning Map.



LEGEND

Zoning

- Business
- Commercial
- Manufacturing
- Residential
- Planned Development
- Planned Manufacturing
- Downtown Core
- Downtown Service
- Downtown Mixed
- Downtown Residential
- Transportation
- Parks & Open Space
- Zoning Boundaries

Historic Preservation

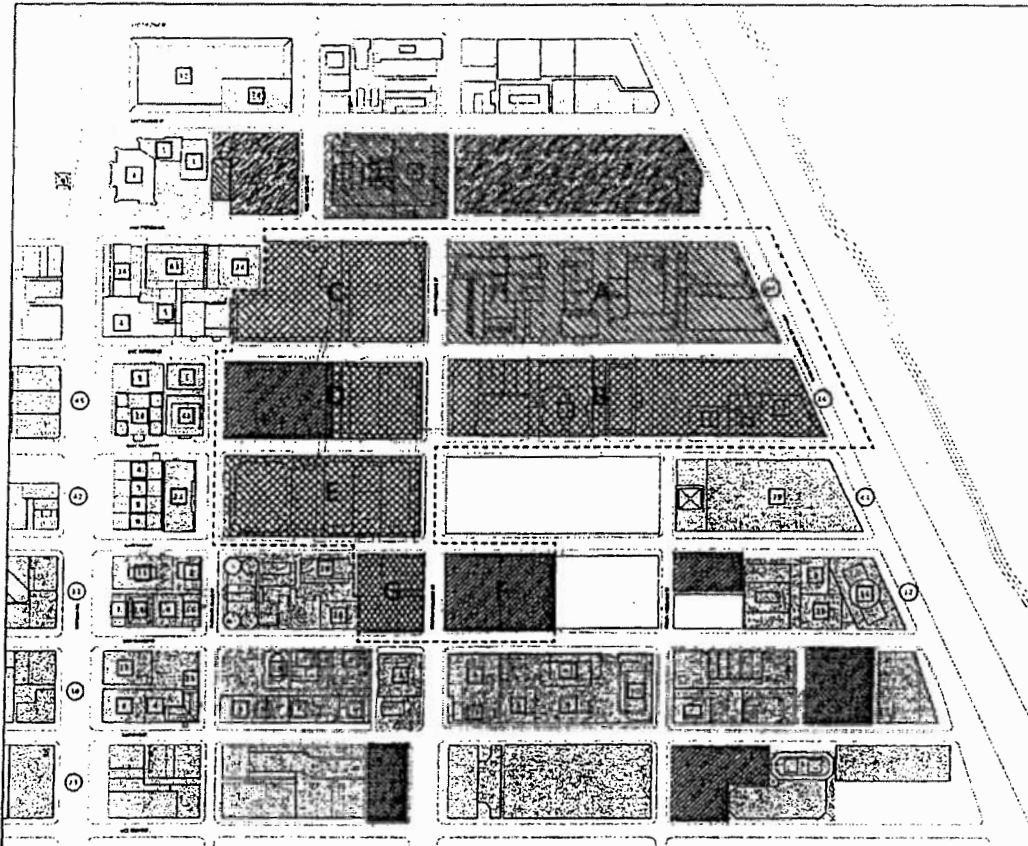
- CHICAGO LANDMARKS
- Chicago Landmarks
- Landmark Districts
- Chicago Historic Resources Survey - Buildings subject to Demolition-Delay Ordinance
- Red
- Orange
- City Boundary

Lakefront










- Lakefront
- Pedestrian Streets
- Streets
- Water
- Forest Preserve
- Cemetery
- Municipalities



Existing Land-Use Area Plan.



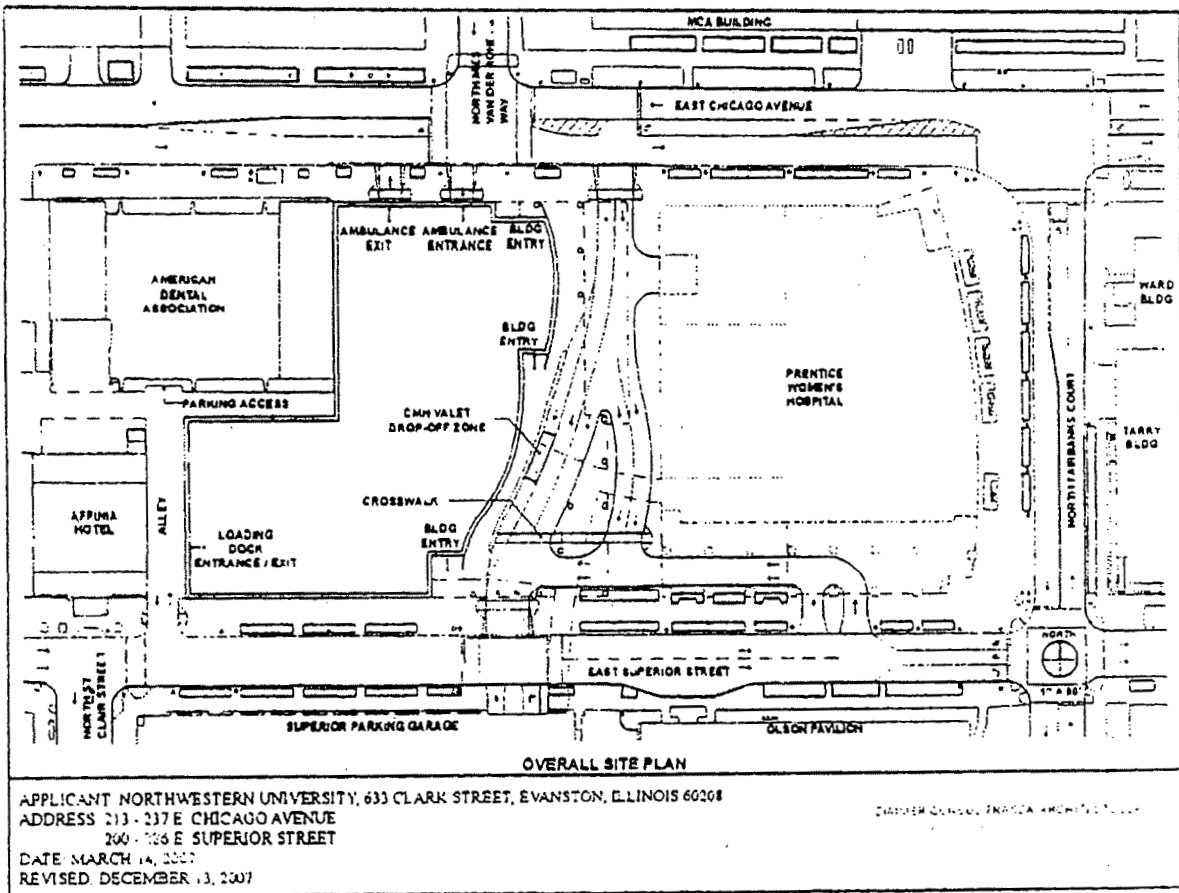
LEGEND

- PLANNED DEVELOPMENT BOUNDARY
-  EDUCATIONAL, HOSPITAL, PROFESSIONAL OFFICE, INSTITUTIONAL RESIDENTIAL, RESIDENTIAL, DENTAL, MEDICAL, RESEARCH AND ACCESSORY USES
-  EDUCATIONAL, RESIDENTIAL, RESEARCH, MEDICAL, LEGAL AND ACCESSORY USES
-  PARKING AREA
-  PARK/OPEN SPACE
-  MIXED USE, RETAIL, OFFICE, HOTEL, RESIDENTIAL
-  PUBLIC USE
-  VACANT
-  BLOCK NUMBER
-  BUILDING STORIES





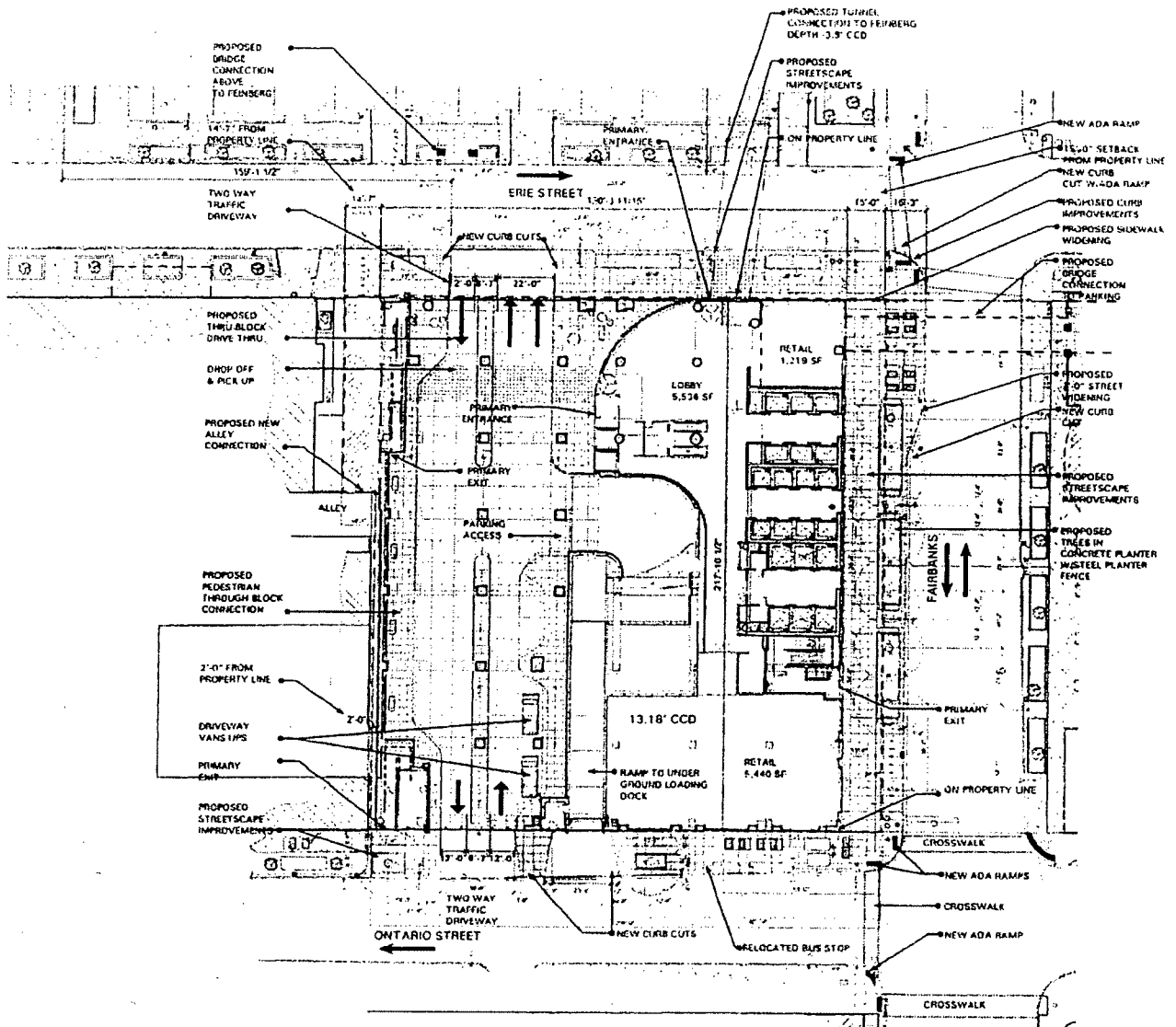
Overall Site Plan.





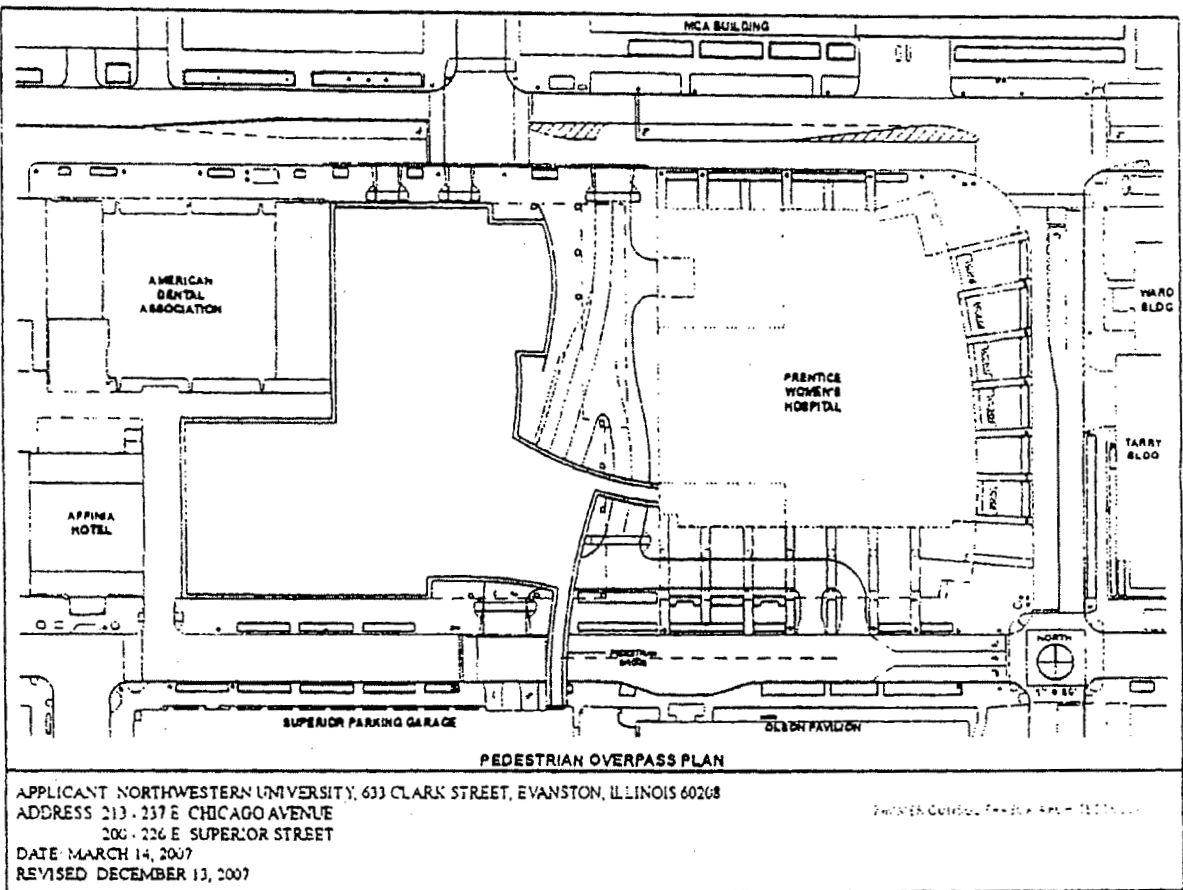
Detailed Site Plan.

(Page 2 of 2)



Pedestrian Overpass Plan.

(Page 1 of 2)

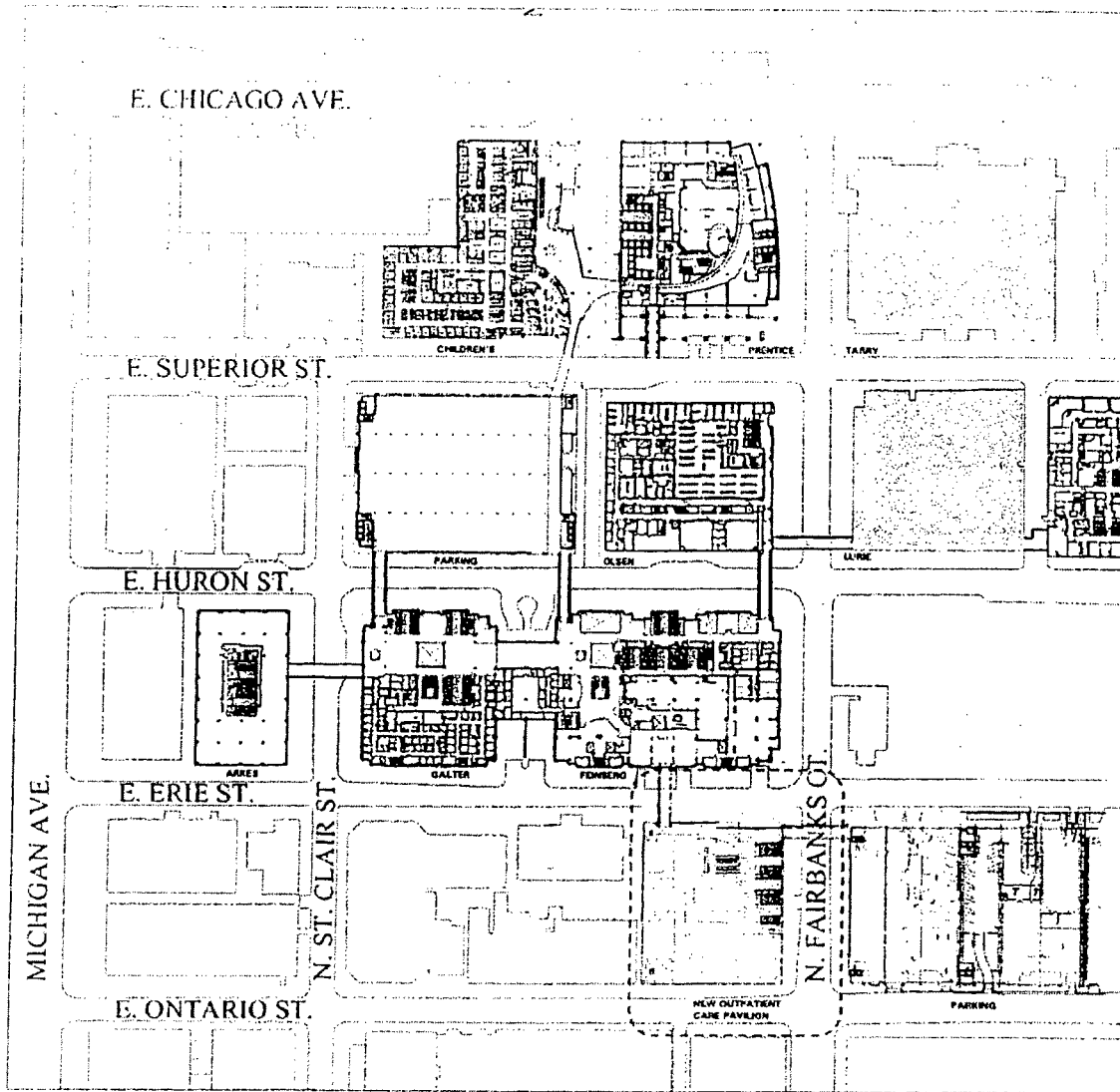


APPLICANT NORTHWESTERN UNIVERSITY, 633 CLARK STREET, EVANSTON, ILLINOIS 60208  
 ADDRESS 213 - 237 E CHICAGO AVENUE  
 200 - 226 E SUPERIOR STREET  
 DATE MARCH 14, 2007  
 REVISED DECEMBER 13, 2007

ENGINEER: [Illegible]  
 ARCHITECT: [Illegible]

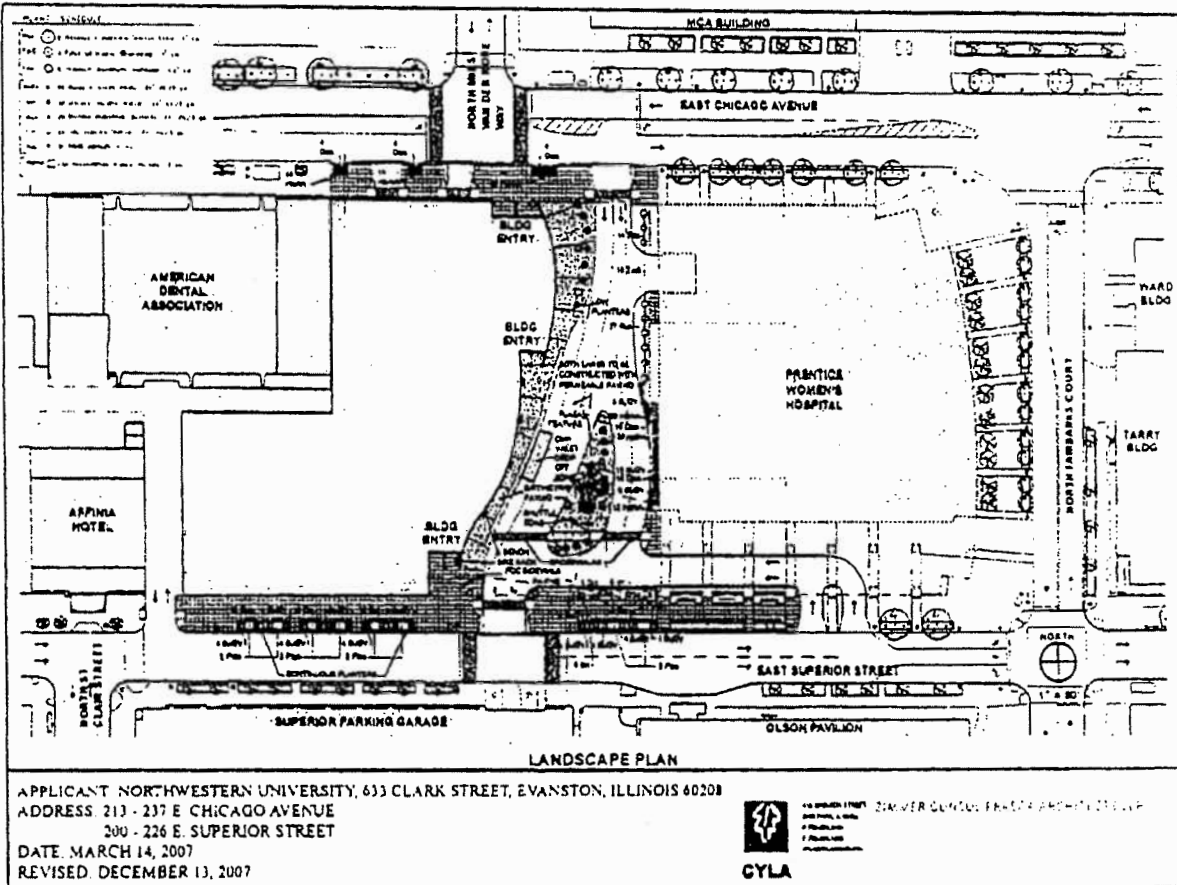
Pedestrian Overpass Plan.

(Page 2 of 2)



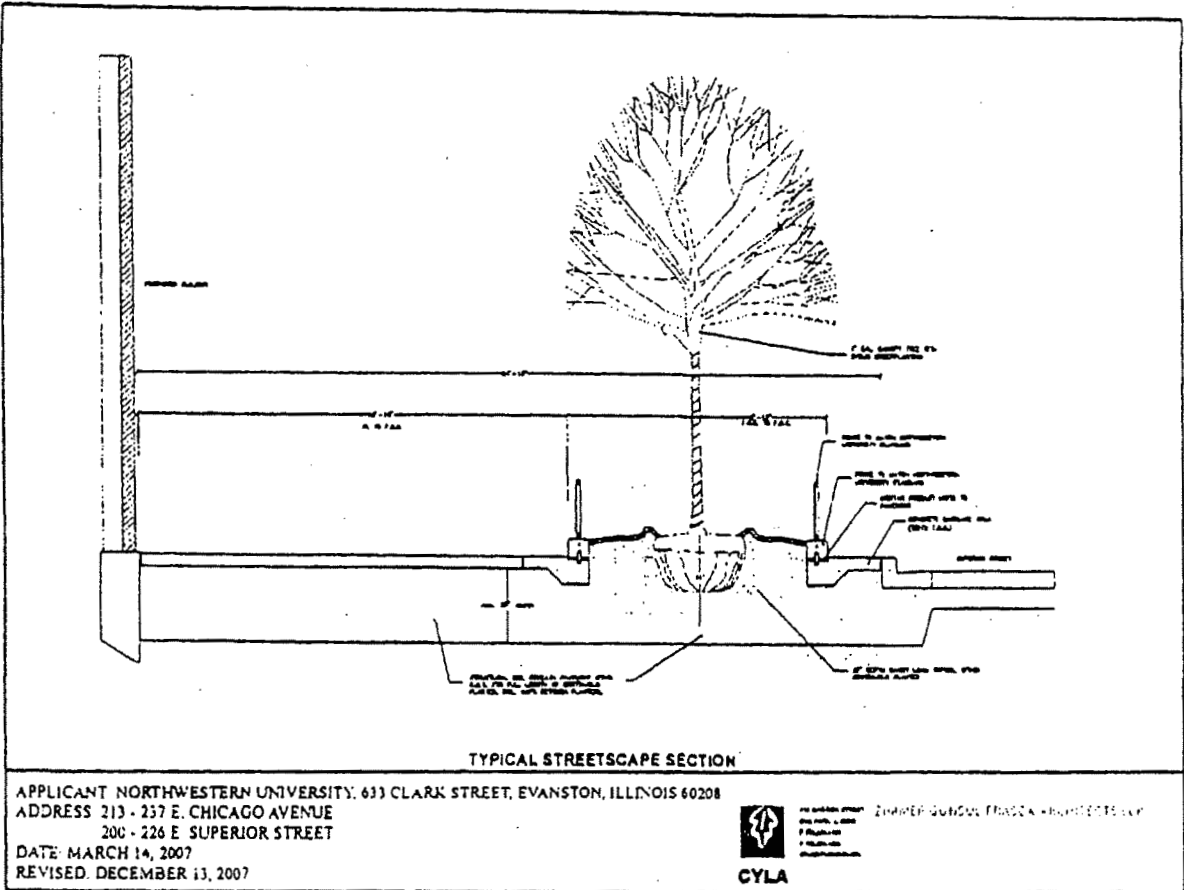
Landscape Plan.

(Page 1 of 2)



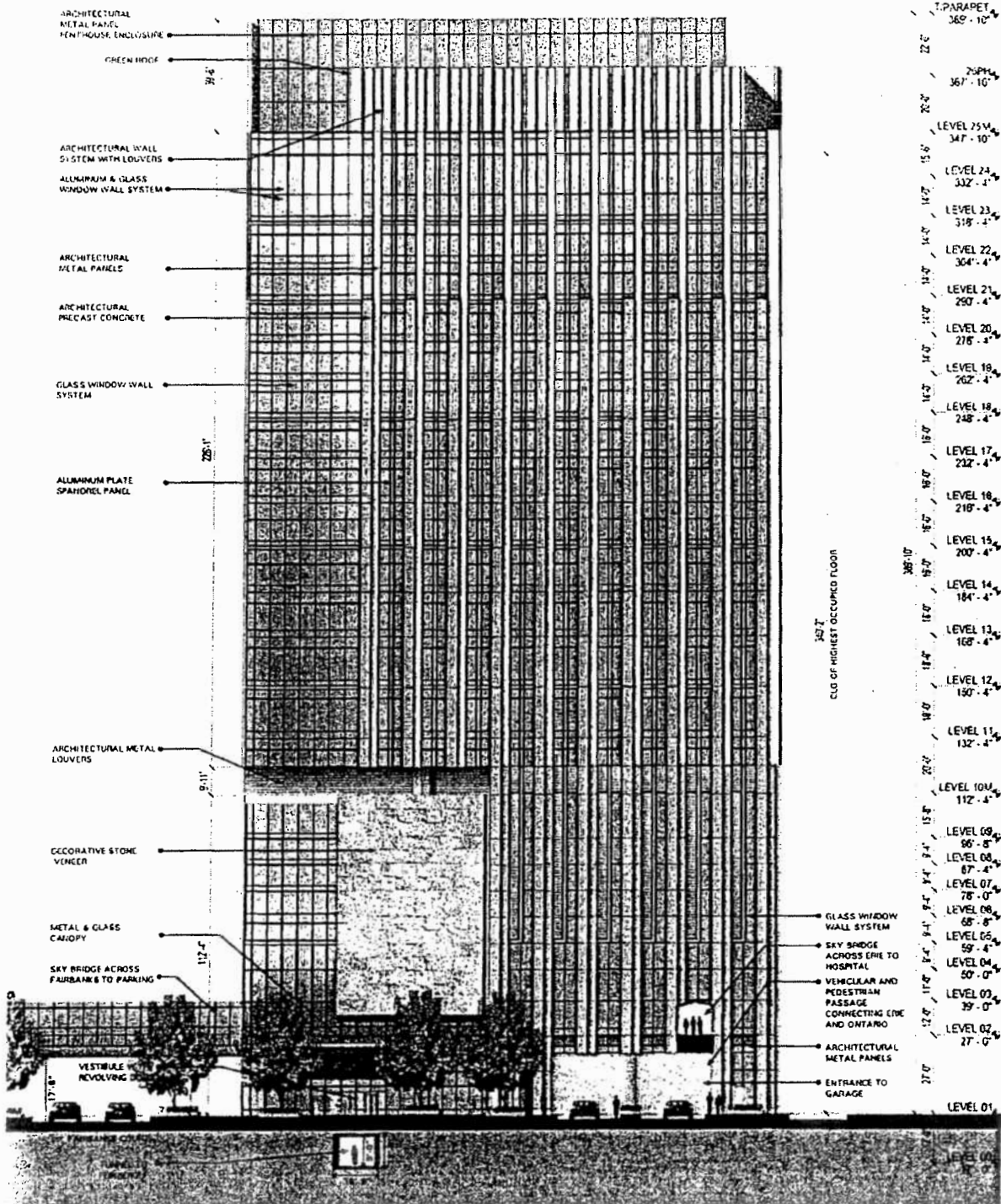


Typical Streetscape Section.



North Elevation.

(Page 1 of 2)



North Elevation.

(Page 2 of 2)

**PRENTICE WOMEN'S HOSPITAL**

**AMERICAN DENTAL ASSOCIATION**

**OLYMPIA CENTRE**

LEGEND:

- PRECAST CONCRETE
- ALUMINUM CLADDING
- CONCRETE PANELS
- ALUMINUM FRAMES
- GLASS PANELS

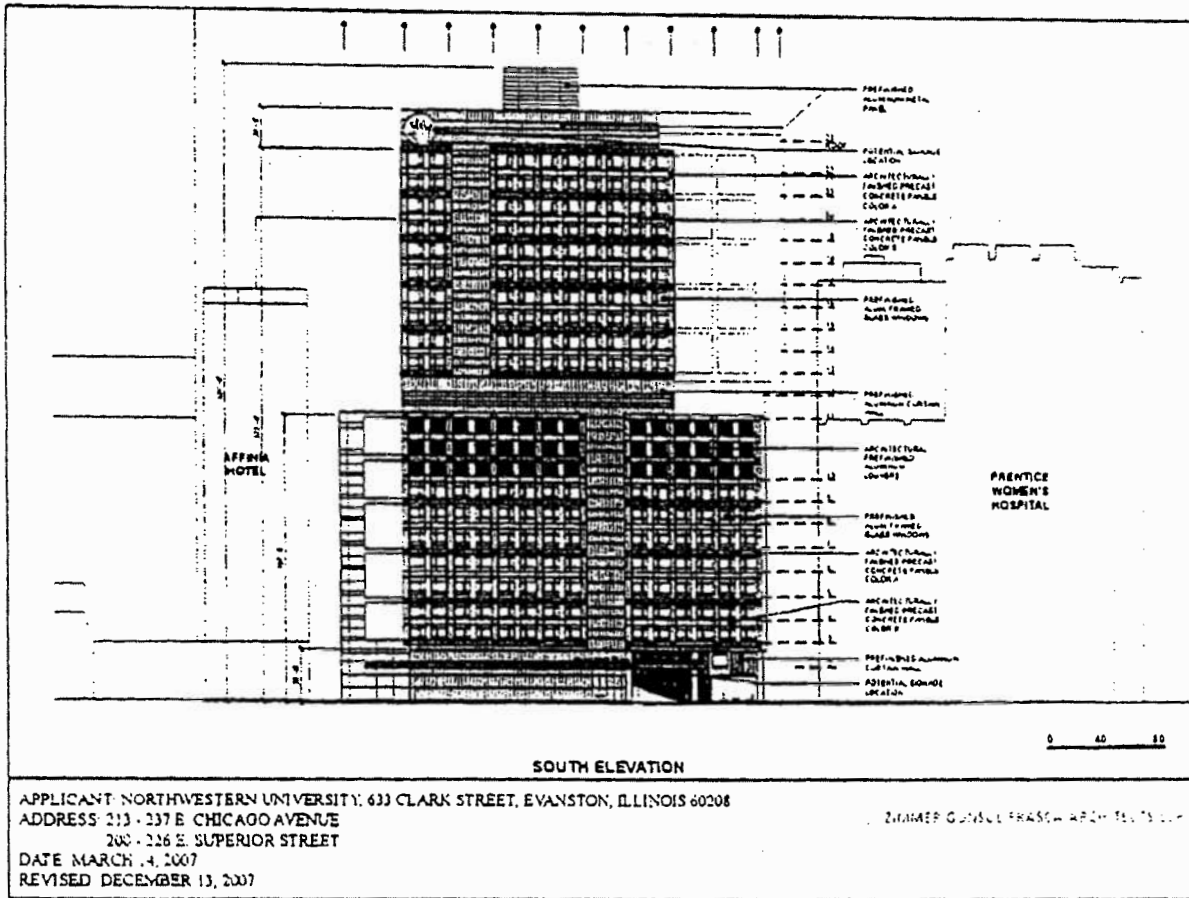
0 20 40

**NORTH ELEVATION**

APPLICANT NORTHWESTERN UNIVERSITY, 633 CLARK STREET, EVANSTON, ILLINOIS 60208  
 ADDRESS 213 237 E CHICAGO AVENUE  
 200 275 E SUPERIOR STREET  
 DATE: MARCH 15, 2007  
 REVISED: DECEMBER 13, 2007

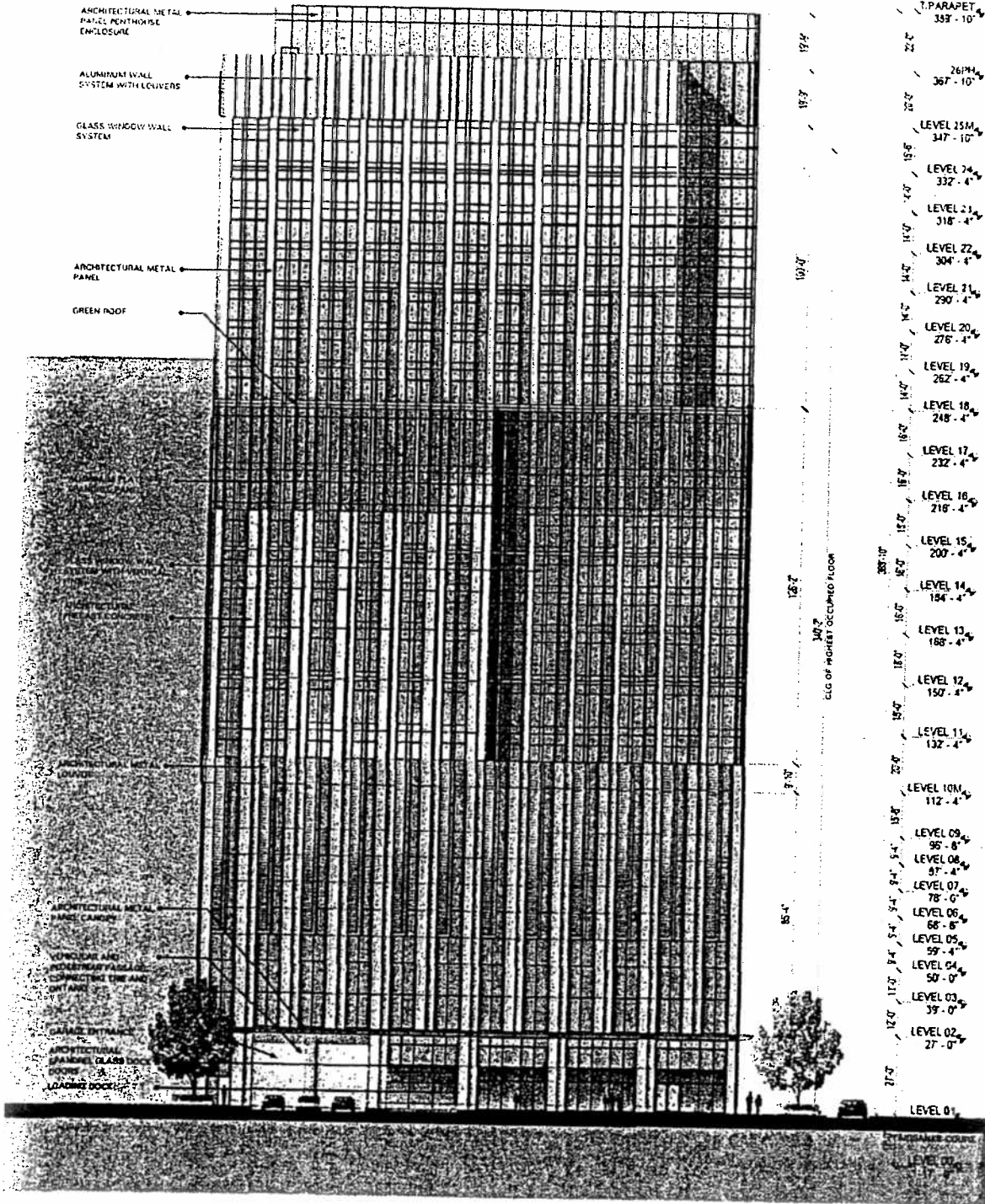
South Elevation.

(Page 1 of 2)



South Elevation.

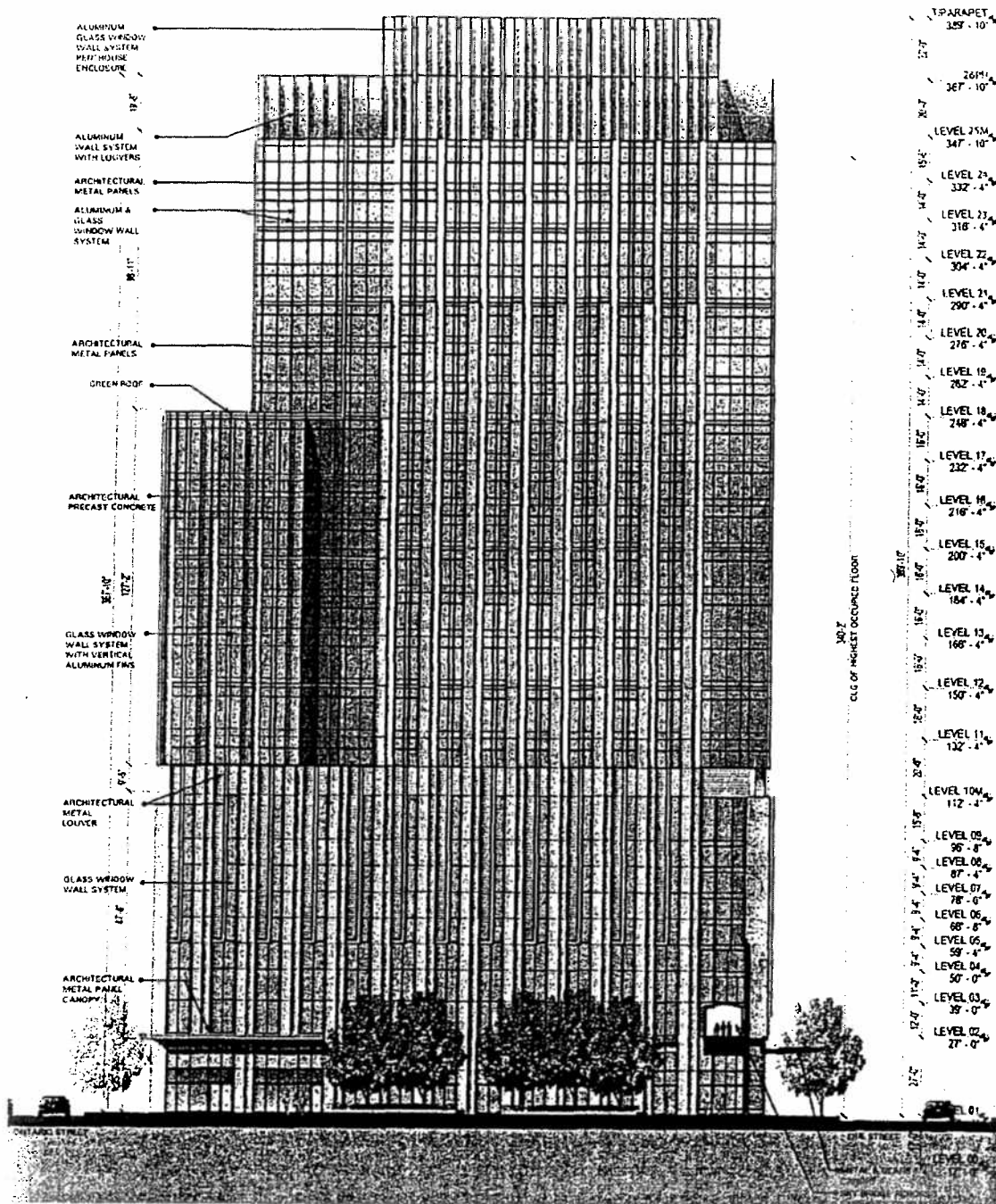
(Page 2 of 2)





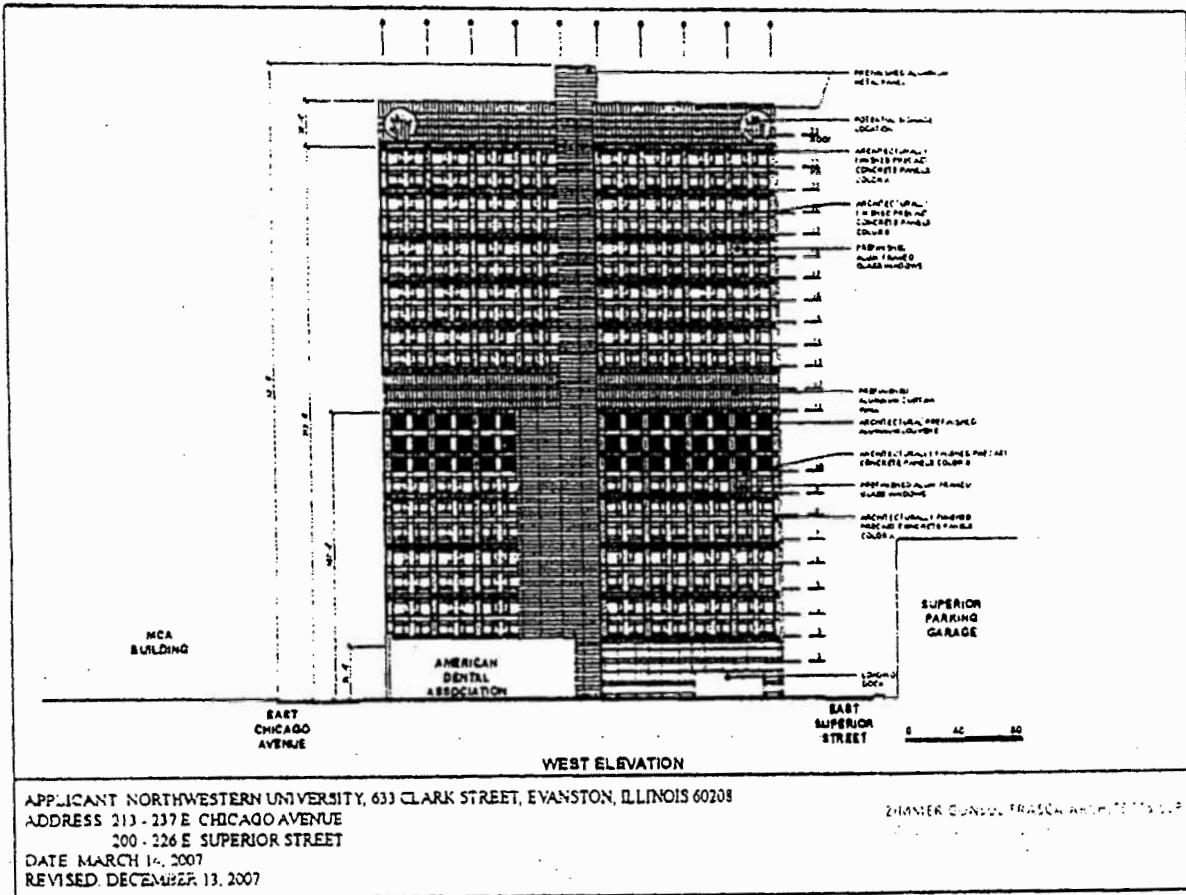
East Elevation.

(Page 2 of 2)



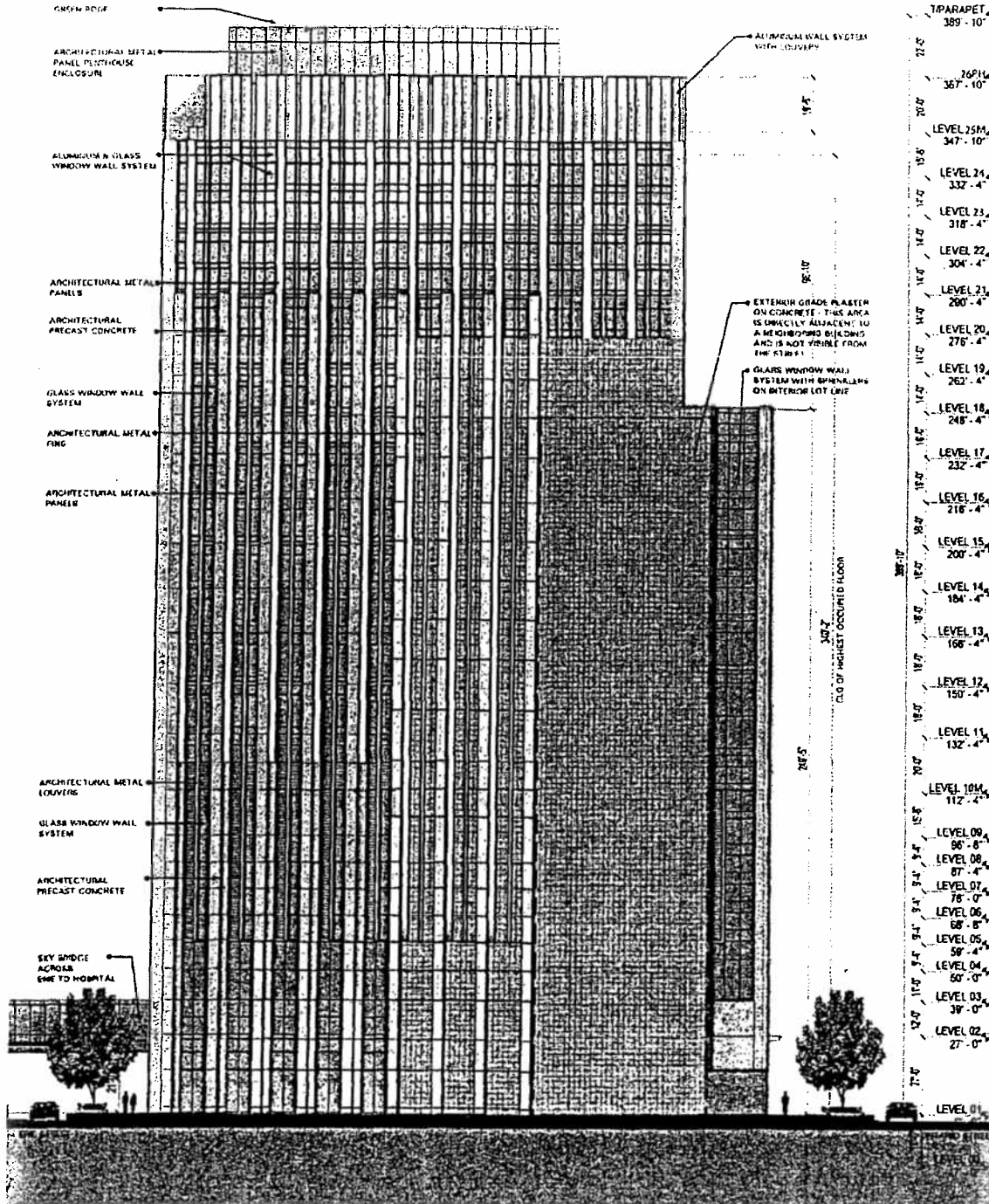
West Elevation.

(Page 1 of 2)

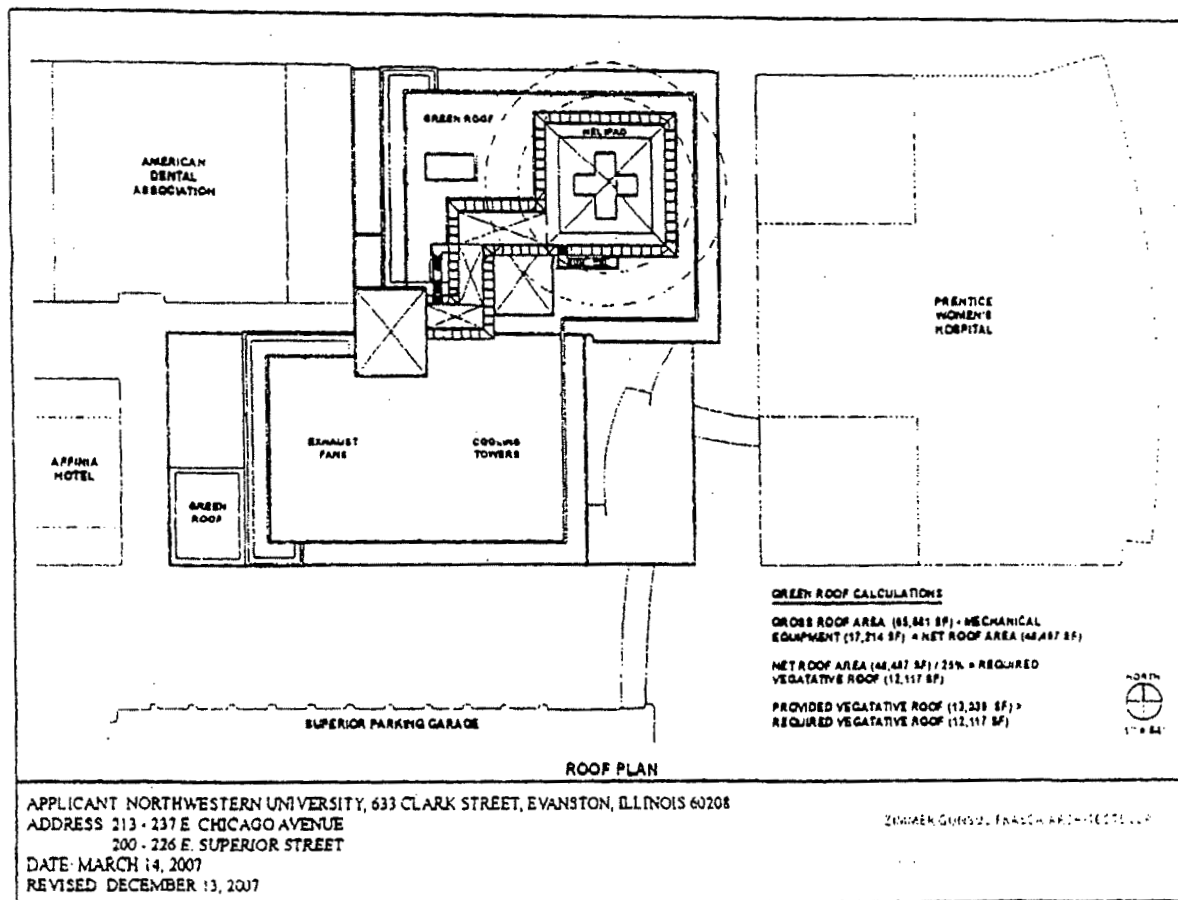


West Elevation.

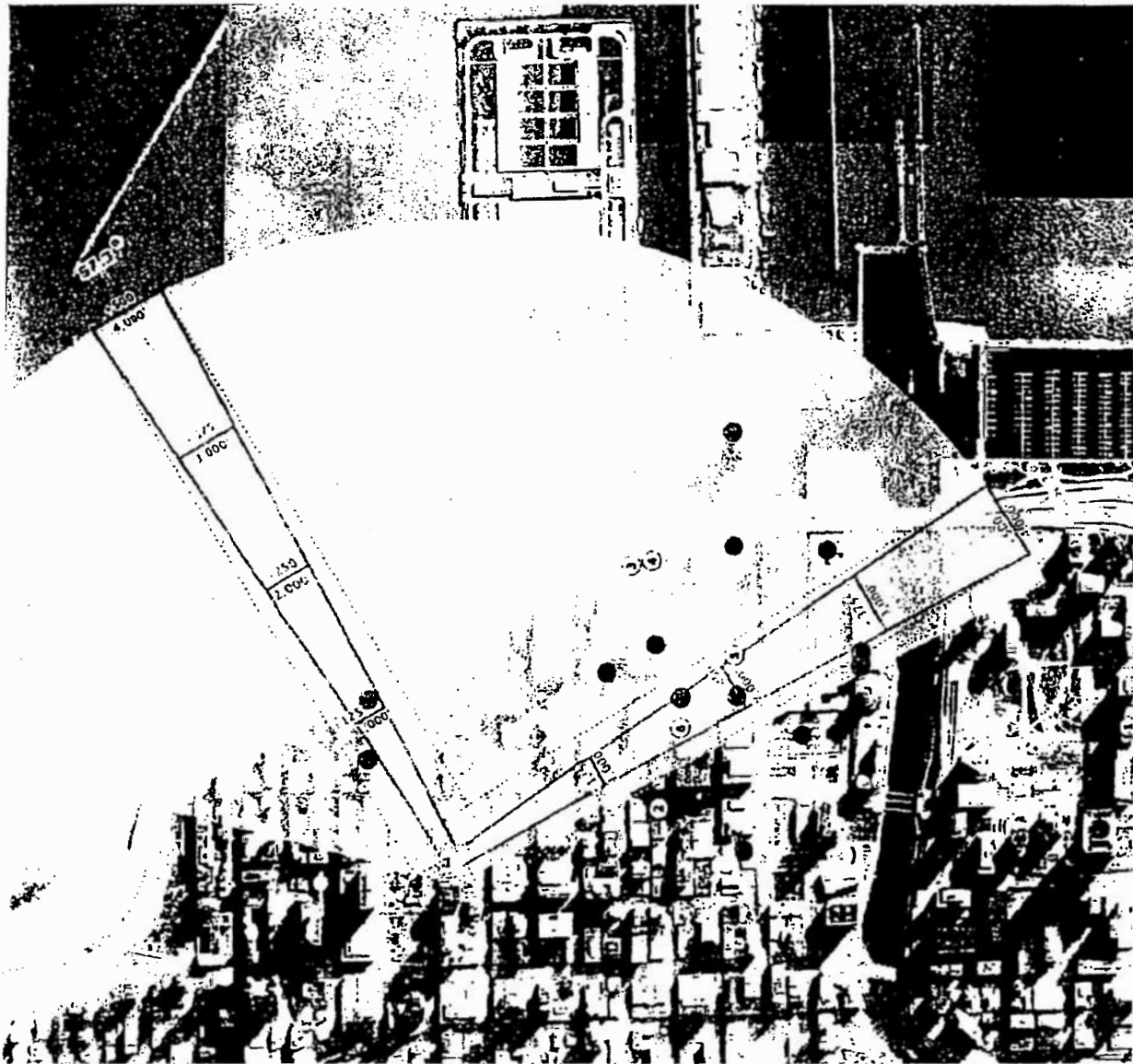
(Page 2 of 2)



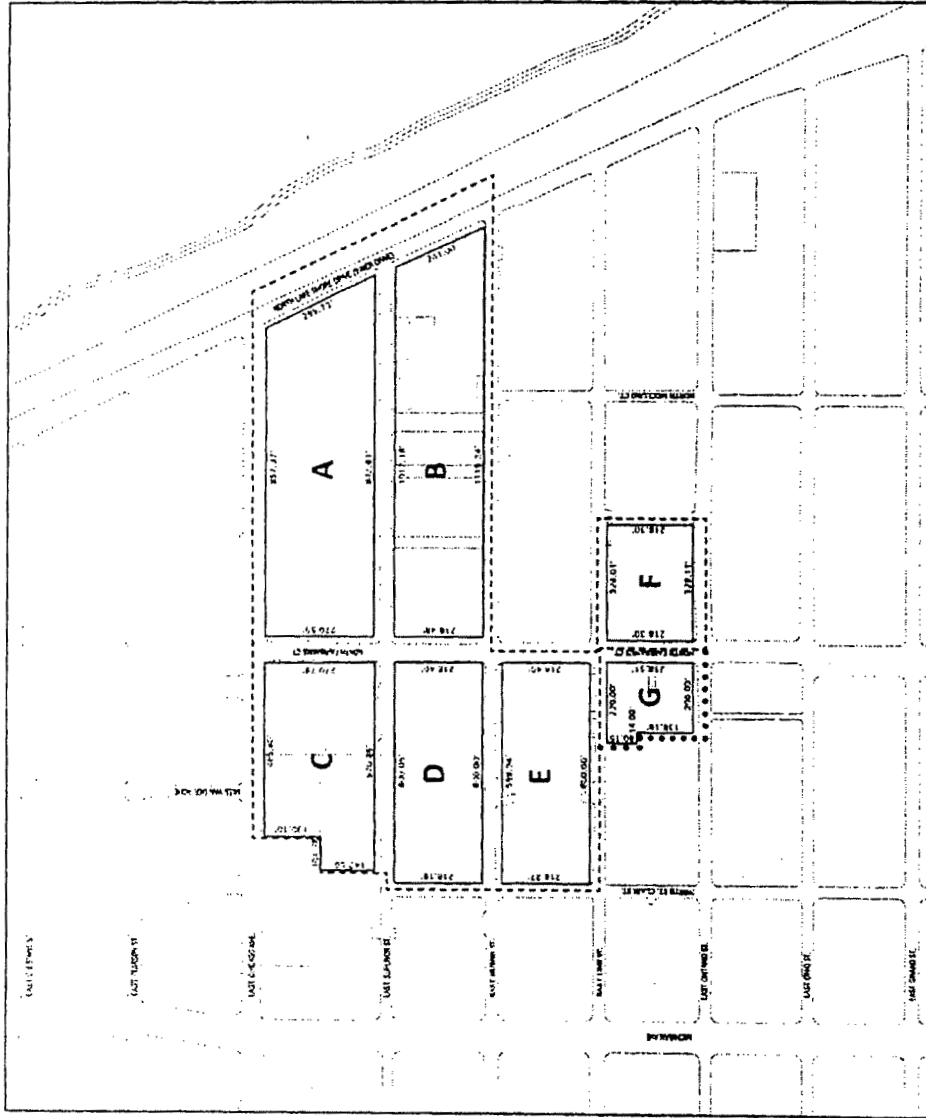
Roof Plan.



Children's Memorial Hospital Proposed Heliport Flight Paths.



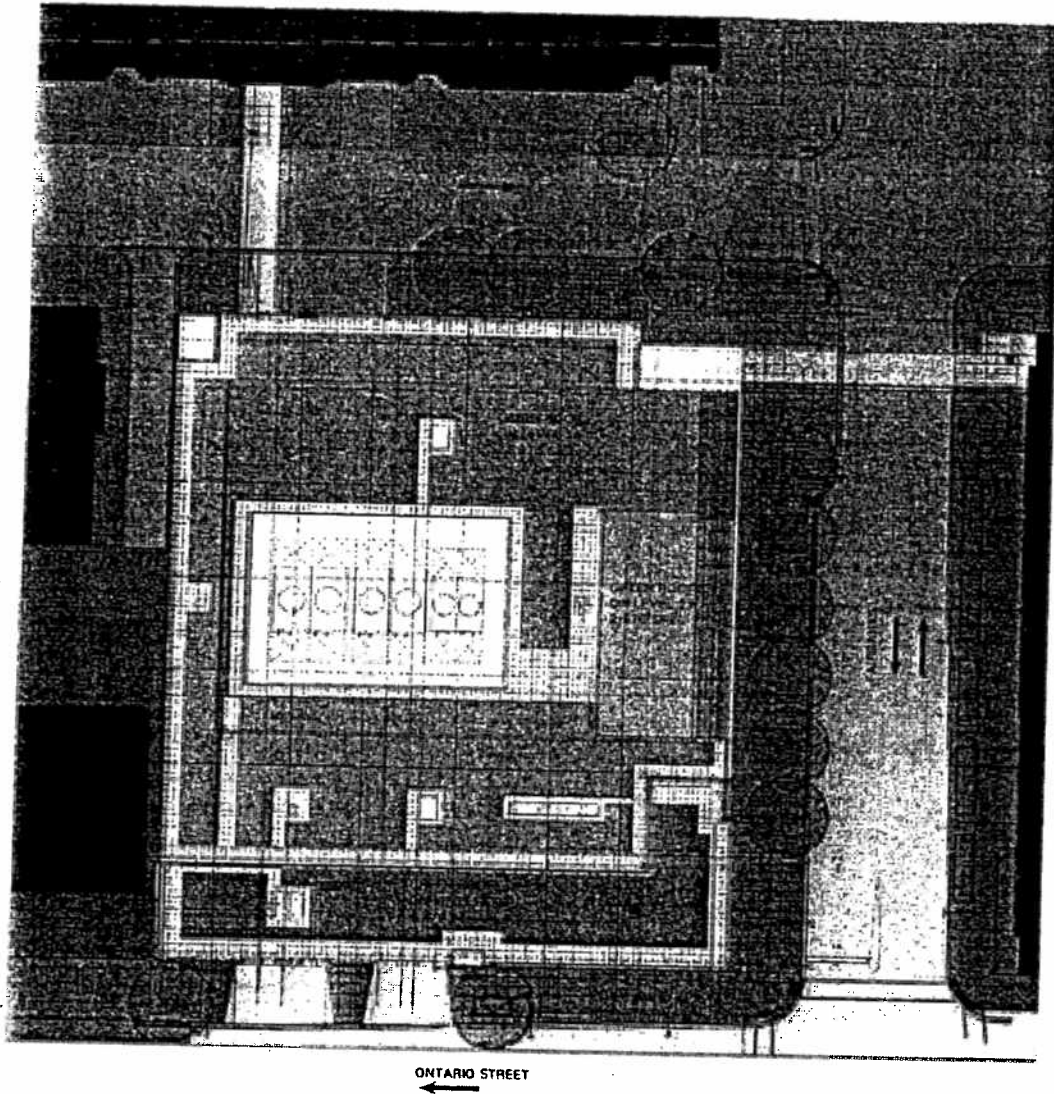
Planned Development Boundary, Property Line And Right-Of-Way Map.



LEGEND

- EXISTING PLANNED DEVELOPMENT BOUNDARY
- ..... PROPOSED PLANNED DEVELOPMENT BOUNDARY

Green Roof Plan.





City of Chicago  
Richard M. Daley, Mayor

Department of Zoning and  
Land Use Planning

Patricia A. Scudiero  
Commissioner

City Hall, Room 905  
121 North LaSalle Street  
Chicago, Illinois 60602  
(312) 744-5777 (Voice)  
(312) 744-6552 (FAX)  
(312) 744-2950 (TTY)

<http://www.cityofchicago.org>

December 7, 2009

Mr. Scott E. Saef  
Sidley Austin LLP  
One South Dearborn  
Chicago, Illinois 60603

**Re: Administrative Relief request for Institutional Planned Development No. 3, as amended, Subarea C, Proposed Pedestrian Overpasses between Lurie Children's Hospital of Chicago at 225 East Chicago Avenue and Prentice Women's Hospital at 250 East Superior Street**

Dear Mr. Saef:

Please be advised that your request for a minor change to Institutional Planned Development No. 3 has been considered by the Department of Zoning and Land Use Planning pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement 14 of the Planned Development.

Specifically, you are requesting to allow a second level and a fifth level pedestrian overpass between Lurie Children's Hospital of Chicago ("CHOC") and Prentice Women's Hospital ("Prentice"). On September 11, 2008, an Administrative Relief was granted to allow two design projections on CHOC over East Chicago Avenue and East Superior Street. Revised drawings illustrating the design projections also identified a second level pedestrian overpass and made reference to a potential fifth level pedestrian overpass. At the time, the feasibility of these connections was still under review, therefore, it was indicated that formal review may be requested at a later date.

Both pedestrian bridges will be located on private property within Subarea C, between East Chicago Avenue and East Superior Street. The bridges will connect the East Elevation of CHOC with the West Elevation of Prentice. The second level bridge will be open to the general public while the fifth level bridge will be for private patient transport between the two hospitals. The bridges are shown on the following revised drawings, prepared by Zimmer Gunsul Frasca Architects and dated August 31, 2009:


A2.2C-DP	Dimension Plan-Level 2- Bridges
A3.13	East Elevation
A3.30	Miscellaneous Elevations-Bridges
A3.51	Enlarged Plans- Level 2 Bridges
A3.55	Enlarged Bridge Plan and Sections-5 <sup>th</sup> Floor Connections



With regard to your request, the Department of Zoning and Land Use Planning has determined that allowing these two pedestrian bridges over private property will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Institutional Planned Development No. 3, as amended, I hereby approve this Administrative Relief request.

Sincerely,



Patricia A. Scudiero  
Commissioner

PAS:ADG:tm

c: John J. George, Mike Marmo, Erik Glass, Main file



City of Chicago  
Richard M. Daley, Mayor

Department of Zoning and  
Land Use Planning

Patricia A. Scudiero  
Commissioner

City Hall, Room 905  
121 North LaSalle Street  
Chicago, Illinois 60602  
(312) 744-5777 (Voice)  
(312) 744-6552 (FAX)  
(312) 744-2950 (TTY)  
<http://www.cityofchicago.org>

September 29, 2009

Mr. Scott Saef  
Sidley Austin LLP  
One South Dearborn  
Chicago, IL 60603

Re: **Institutional Planned Development No. 3, Statement 12(i),  
Proposed New Parking Facility Confirmation**

Dear Mr. Saef:

In response to your letter dated September 18, 2009, please be advised that your request for confirmation in regards to a proposed accessory/non-accessory parking facility to serve the above-referenced Planned Development has been considered by the Department of Zoning and Land Use Planning.

Statement 12(i) of Institutional Planned Development No. 3 ("IPD No. 3"), as amended on February 6, 2008, requires the applicant, Northwestern University ("NU"), to provide additional off-street accessory parking capacity of not less than 1,100 spaces, of which not less than 800 spaces will be in a newly constructed parking facility within the Campus Area. Statement 12(i) also includes time constraints for providing a specific site, land-use approval application, building permit application, and completion of the parking facility.

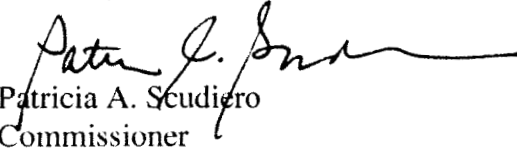
On July 29, 2009, an Application for an Amendment to the Chicago Zoning Ordinance and a Lake Michigan and Chicago Lakefront Protection Application were introduced to City Council by Northwestern Memorial Hospital ("NMH"), to construct a 50,000 square foot day care center and a parking facility with approximately 1,300 spaces at 440-458 E. Ohio St. and 441-459 E. Ontario St. Pursuant to your letter of September 18, 2009, as counsel for NU, and pursuant to a letter dated September 15, 2009 from Carol Stubblefield, as counsel for NMH, the proposed parking facility will be used as accessory parking by those affiliated with the four Northwestern Campus institutions - NU, NMH, Children's Memorial Hospital and the Rehabilitation Institute of Chicago. While the proposed Ohio/Ontario site is located within the Campus Area, it is not located within the boundaries of IPD No. 3. Therefore, we have classified the parking as non-accessory. Furthermore, the proposed day care center has been reduced from 50,000 to 45,000 square feet and will require only a maximum of 113 of the approximate 1,300 parking spaces.

You are seeking confirmation that if NMH constructs the proposed 1,300 space non-accessory parking facility, it will satisfy the accessory parking requirements as outlined in Statement 12(i). Although the proposed parking facility is classified as non-accessory, the Department of Zoning and Land Use Planning



has determined that it satisfies the accessory parking requirements as outlined in Statement 12(i) of IPD No. 3. However, once built, if ownership were to ever change, the parking requirements of Statement 12(i) would need to be provided for by Northwestern University elsewhere within the Campus Area.

Sincerely,

  
Patricia A. Scudiero  
Commissioner

PAS:AG:tm

c: Langdon Neal, Carol Stubblefield, Sarah Shehan, Mike Marmo, Main file



City of Chicago  
Richard M. Daley, Mayor

Department of Planning and  
Development

Arnold L. Randall  
Commissioner

City Hall, Room 1000  
121 North LaSalle Street  
Chicago, Illinois 60602  
312 744-4190  
312 744-2271 (FAX)  
312 744-2578 (TTY)

<http://www.cityofchicago.org>

September 11, 2008

Mr. Scott E. Saef  
Sidley Austin LLP  
One South Dearborn  
Chicago, Illinois 60603

**Re: Administrative Relief request for Institutional Planned Development No. 3, as amended, Subarea C, Lurie Children's Hospital of Chicago, 225 East Chicago Avenue**

Dear Mr. Saef:

Please be advised that your request for a minor change to Institutional Planned Development No. 3 has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement 14 of the Planned Development.

Specifically, you are requesting to:

- Substitute revised North, South, East and West Elevations of the Ann and Robert H. Lurie Children's Hospital of Chicago, under construction by Children's Memorial Hospital at 225 E. Chicago Ave. The revised drawings, prepared by Zimmer Gunsul Frasca Architects LLP, and dated August 6, 2008, shall be inserted into the main file.
- Allow an exception to Statement 13 (c) for purposes of the North and South Elevations to allow two design projections to extend beyond the building setbacks over Chicago Avenue and Superior Street sidewalks. Revised drawings depicting the projections (Exhibits X-1, X-2, X-3, X-4) and canopies (Exhibits X-1A, X-2A, X-3A), prepared by Zimmer Gunsul Frasca Architects LLP, and dated February 15, 2008, shall be inserted into the main file.

On August 20, 2008, your Administrative Relief request was denied. However, since that time, and after further review of the proposed changes, it has been determined that the revised design results in a more visually balanced and appealing composition than what was previously approved. Although there are projections over Chicago Avenue and Superior Street, these are acceptable in this specific instance as they are relatively small intrusions over the public way and more than 100 feet above the sidewalk.

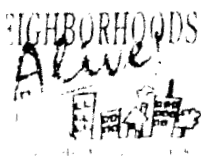
Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Institutional Planned Development No. 3, I hereby approve this Administrative Relief request.

Sincerely,

Arnold L. Randall  
Commissioner

ALRSALH@city

cc: Mike Jasso, Mike Marino, Pat Hayes, Erik Collins, DPD (1)





City of Chicago  
Richard M. Daley, Mayor

Department of Planning and  
Development

Arnold L. Randall  
Commissioner

City Hall, Room 1000  
1 North LaSalle Street  
Chicago, Illinois 60602

212-44-4190  
212-44-2271 (FAX)  
212-44-2879 (TTY)

www.cityofchicago.org

August 20, 2008

Mr. Scott E. Saef  
Sidley Austin LLP  
One South Dearborn  
Chicago, Illinois 60603

**Re: Administrative Relief request for Institutional Planned Development  
No. 3, as amended, Subarea C, Lurie Children's Hospital of Chicago,  
225 East Chicago Avenue**

Dear Mr. Saef:

Please be advised that your request for a minor change to Institutional Planned Development No. 3 has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement 14 of the Planned Development.

Specifically, you are requesting to:

- Substitute revised North, South, East and West Elevations of the Ann and Robert H. Lurie Children's Hospital of Chicago, under construction by Children's Memorial Hospital at 225 E. Chicago Ave.
- Allow an exception to Statement 13 (c) for purposes of the North and South Elevations to allow two design projections to extend beyond the building setbacks over Chicago Avenue and Superior Street sidewalks.

Statement 13(c) of the Planned Development states "Horizontal Projections. Horizontal projections (such as balconies, loggias or terraces) shall be permitted within required building setbacks. Canopies, awnings, cornices and similar projections shall be allowed provided they do not in any way obstruct the public way." With regard to your request, the Department of Planning and Development has determined that an enclosed habitable space extending beyond the public way is not allowed. It would change the character of the development and would create an adverse impact on the Planned Development and therefore, would not constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Institutional Planned Development No. 3, I hereby deny this request for an Administrative Relief.

Sincerely,

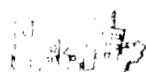
Arnold L. Randall

Commissioner

MRS. SAHOTA

City of Chicago, Department of Planning and Development

08/20/08





City of Chicago  
Richard M. Daley, Mayor

Department of Planning and  
Development

Arnold L. Randall  
Commissioner

City Hall, Room 1000  
121 North LaSalle Street  
Chicago, Illinois 60602  
312 744-4190  
312 744-2271 (FAX)  
312 744-2578 (TTY)

<http://www.cityofchicago.org>

July 3, 2008

Mr. Scott E. Saef  
Sidley Austin LLP  
One South Dearborn  
Chicago, IL 60603

**Re: Institutional Planned Development No. 3, SW corner of East Chicago Avenue and North Fairbanks Court, Curb construction**

Dear Mr. Saef:

This letter is in response to your request dated June 30, 2008. Institutional Planned Development No. 3 ("IPD 3") was recently amended on February 6, 2008. Statement 12 (f)(4)(C) of IPD 3 states "Chicago-Fairbanks Curb Radius: The Applicant will provide for review by CDOT fully complete and detailed engineering drawings to widen the southwest corner curb radius of the Chicago and Fairbanks intersection no later than February 1, 2008, and obtain permits and complete this project not later than July 1, 2008."

You are requesting a four month construction extension from July 1, 2008 to November 1, 2008. This project is under the direction of Northwestern Memorial Hospital ("NMH"), the owner of the property affected by the planned curb widening. Additionally, the affected corner is adjacent to one of the main pedestrian entrances to the Prentice Women's Hospital, which opened in fall 2007. Since mid-2007, NMH has been in discussions with the City of Chicago and in late 2007, NMH provided CDOT with detailed drawings, complying with the February 1, 2008 deadline. After further discussions, CDOT issued a letter approving the plans on May 22, 2008. However, NMH cannot obtain a permit until they receive approval from other entities, including the Bureau of Electricity.

Therefore, since NMH has been proceeding diligently and in good faith, the Department of Planning and Development grants a four month extension, from July 1, 2008 to November 1, 2008, to obtain permits and complete this project. If you require any additional information, please contact Heather Gleason of my staff at (312) 744-0063.

Sincerely,

Arnold L. Randall  
Commissioner

ALR:SA:HG:tm

cc: Bob McKenna, Mike Marmo, Pat Haynes, Erik Glass, DPD files



At this time, I move for passage of the ordinances and substitute ordinances transmitted herewith.

Once again, please let the record reflect that I abstain from voting on Application Numbers 16458, 16324, 16395, 16248, 16318 and 16381 under the provisions of Rule 14 of the City Council's Rules of Order and Procedure.

Respectfully submitted,

(Signed) WILLIAM J. P. BANKS,  
Chairman.

On motion of Alderman Banks, the said proposed ordinances and substitute ordinances transmitted with the foregoing committee report were *Passed* by yeas and nays as follows:

*Yeas* -- Aldermen Flores, Fioretti, Dewell, Preckwinkle, Lyle, Jackson, Harris, Beale, Pope, Balcer, Cárdenas, Olivo, Burke, Foulkes, Thompson, Thomas, Lane, Rugal, Cochran, Brookins, Muñoz, Zalewski, Dixon, Solis, Ocasio, Burnett, E. Smith, Carothers, Reboyras, Suarez, Waguespack, Mell, Austin, Colón, Banks, Mitts, Allen, Laurino, O'Connor, Doherty, Reilly, Daley, Tunney, Levar, Shiller, Schuller, M. Smith, Moore, Stone -- 49.

*Nays* -- None.

Alderman Carother moved to reconsider the foregoing vote. The motion was lost.

The following are said ordinances as passed (the italic heading in each case not being a part of the ordinance):

*Reclassification Of Area Shown On Map Number 1-E.*

(As Amended)

(Application Number 16118)

**IPD3,00**

*Be It Ordained by the City Council of the City of Chicago:*

SECTION 1 That the Chicago Zoning Ordinance be amended by changing all the Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001) and DX-12 Downtown Mixed-Use District symbols and indications as shown on Map Number 1-E in the area bounded by

East Chicago Avenue; North Lake Shore Drive; East Huron Street; North Fairbanks Court, East Erie Street, a line 328 feet east of North Fairbanks Court; East Ontario Street, North Fairbanks Court; East Erie Street; North St. Clair Street; East Superior Street, a line 591 feet west of North Fairbanks Court, a line 126 feet north of East Superior Street;

a line 571 feet west of North Fairbanks Court; the north line of the alley next north of and parallel to East Superior Street; and a line 466 feet west of North Fairbanks Court,

to those of Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008) which is hereby established in the area described above, subject to such use and bulk regulations as are set forth on the Plan of Development herewith attached and made a part hereof and to no others.

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

Exhibit "A" attached and Plan of Development Statements referred to in this ordinance read as follows:

*Exhibit "A":*

*Addresses Of Property Located In Institutional Planned  
Development Number 3, As Amended (1962,  
1975, 1993, 2001, 2007).*

East Chicago Avenue:

215 -- 385

East Superior Street:

200 -- 428

201 -- 433

North Lake Shore Drive

700 -- 760

East Ontario Street:

300 -- 330

East Huron Street:

200 -- 442

201 -- 259

East Erie Street:

200 -- 258

301 -- 331

North Fairbanks Court:

629 -- 755

658 -- 754

*Plan Of Development Statements.*

1. The area delineated herein as Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008), consists of approximately nine hundred fifty-eight thousand six hundred ten (958,610) square feet, which is twenty-two and one-hundredths (22.01) acres of property and is depicted on the attached Planned Development Boundary, Property Line and Right-of-Way Adjustment Map (the "Property"). Title to the Property is owned by Northwestern University (herein referred to as "N.U." or the "Applicant"), Northwestern Memorial Hospital or its affiliates (hereinafter referred to as "N.M.H."), Children's Memorial Hospital ("C.M.H."), or their respective related entities, and, for the purposes of Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008), controlled for zoning purposes by N.U.. All required disclosures are contained within the economic disclosure statements filed with the City of Chicago in accordance with the applicable requirements.
2. All applicable official reviews, approvals or permits are required to be obtained by the applicant.
3. The requirements, obligations and conditions contained within Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008), shall be binding upon the applicant, its successors and assigns, and, if different than the Applicant, the legal titleholders and any ground lessors. All rights granted hereunder to the Applicant shall inure to the benefit of the Applicant's successors and assigns and, if different than the Applicant, the legal titleholder and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 of the Chicago Zoning Ordinance, the Property, at the time applications for amendments, modifications or changes (administrative, legislative or otherwise) to this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008), are made, shall be under single ownership, single control or single designated control. Single control and single designated control for purposes of this paragraph shall mean that any application to the City for any amendment to this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008), or any other modification or change thereto (administrative, legislative or otherwise) shall be made or authorized by N.U.. However, nothing herein shall prohibit or in any way restrict the alienation, sale or any other transfer of all or any portion of the Property or any rights, interests or obligations therein.
4. The Property within the Institutional Planned Development Number 3 boundaries, as amended (1962, 1975, 1993, 2001, 2008) is divided into six (6) subareas as depicted on the Planned Development Boundary, Property Line and Right-of-Way Adjustment Map.
5. This plan of development consists of eighteen (18) statements; an Existing Land-Use Area Map; a Planned Development Boundary, Property Line and Right-of-Way Adjustment Map; an Existing Zoning and Street System Map; a Generalized Land-Use Plan; a Bulk Data Table; the following C.M.H. plans prepared by Zimmer Gunsul Frasca Architects L.L.P. dated December 13, 2007

Overall Site Plan, Detailed Site Plan, Pedestrian Overpass Plan, Landscape Plan, Typical Streetscape Section, South Elevation, West Elevation, North Elevation, East Elevation and Roof Plan; the Helicopter Approach Diagram; Heliport Review Committee Guidelines; and Heliport Safety Plan. The following exhibits and documents are also incorporated into the plan of development by reference: (1) Superior Garage Site Plan; Erie/Fairbanks Garage Site Plan; Superior Garage Landscape Plan; an Erie/Fairbanks Garage Landscape Plan; North, South and West Elevations of the Huron-St. Clair Parking Facility (the "Superior Garage"); North, South and West Elevations of the Erie-Ontario Parking Facility (the "Erie-Ontario parking structure") and Traffic Management Plan, all approved as part of the 1993 amendment of the planned development and published in the June 23, 1993 *Journal of the Proceedings of the City Council of the City of Chicago* on pages 34589 through 34641; (2) Subarea E Inpatient Hospital and Medical Office Building plans for which Interim Stage Part II approval was granted by the Department of Planning and Development on June 14, 1995; and (3) the following Erie Street Parking Structure plans prepared by Walker Parking Consultants and Ross Barney & Jankowski dated March 15, 2001: Site Plan, Street Level Planting Plan, South Elevation, West Elevation, North Elevation, Perspective, Top Tier Plan, Roof Top Planting Plan, New Parking Structure Typical Planter Box Planting Plan, all approved as part of the 2001 amendment of the planned development and published in the March 28, 2001 *Journal of the Proceedings of the City Council of the City of Chicago* on pages 56488 through 56521; (4) 2007/8 TMP as referenced in Statement 12(f). These and no other zoning controls shall apply to the Property. This Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008), conforms to the intent and purpose of the Chicago Zoning Ordinance, Title 17 of the Municipal Code of Chicago, and all requirements thereof, and satisfies the established criteria for approval as a planned development.

6. The following uses shall be permitted on the Property subject to the restrictions in Statement 12 and in the Use and Bulk Regulation Data Sheet:
- Subarea A: Educational, Residential, Research and Medical, Dental and Legal Offices.
  - Subarea B: Educational, Hospital, Institutional, Residential, Research, Medical and Dental Uses.
  - Subarea C: Educational, Hospital, Heliport, Residential, Professional Offices, Research, Medical and Dental Uses
  - Subarea D: Educational, Hospital, Research, Medical, Dental, Accessory Parking and Non-Accessory Parking.
  - Subarea E: Hospital, Professional Offices, Research, Medical and Accessory Parking Uses.
  - Subarea F: Accessory Parking, Non-Accessory Parking, Public Transit, Commercial and Institutional Uses

Residential shall be defined as temporary housing for family members of faculty, students, patients or staff, medical and nursing staff, students and visiting faculty, guest rooms for patients and visitors, outpatient care facilities, and other residential uses connected to the primary missions of C.M.H., N.M.H., the Rehabilitation Institute of Chicago, and Northwestern University. All other residential uses will require an amendment to this planned development.

Day care centers (adult and child) shall be permitted in all subareas, as shall accessory uses, including ground-floor and other accessory retail.

7. Temporary signs such as construction and marketing signs, on-premise and other necessary signs shall be permitted within this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008) subject to the review and Approval of the Department of Planning and Development.
8. Any dedication or vacation of streets, alleys or easements in the public way or any adjustment of rights-of-way shall require a separate submittal on behalf of the Applicant and approval by the City Council.
9. Any service drive or other ingress or egress shall be adequately designed and paved in accordance with the regulations of the Department of Transportation in effect at the time of construction and in compliance with the Municipal Code of the City of Chicago, to provide ingress and egress for motor vehicles, including emergency vehicles. The plan for vehicular ingress and egress shall be subject to the review and approval of the Chicago Department of Transportation and the Department of Planning and Development. All work proposed in the public way must be designed and constructed in accordance with the Department of Transportation "Construction Standards for Work in the Public Way" and the "Street and Site Design Standards", and in compliance with the Municipal Code. Closure of all or any part of any public street or alley during demolition or construction shall be subject to the review and approval of the Department of Transportation and O.E.M.C.
10. In addition to the maximum height of any proposed buildings or any appurtenance thereto prescribed in this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008), the height of any improvements shall also be subject to height limitations approved by the Federal Aviation Administration.
11. For purposes of maximum floor area ratio ("F.A.R.") calculations, the definitions in the Chicago Zoning Ordinance shall apply; provided, however, that in addition to the other exclusions from floor area for purposes of determining F.A.R. permitted by the Chicago Zoning Ordinance, all floor area devoted to mechanical equipment in excess of one thousand (1,000) square feet in a single location, regardless of placement in the building, shall be excluded.
12. The improvements on the Property, including the on-site exterior landscaping, the landscaping along the adjacent rights-of-way and all entrances and exits to and

from the parking and loading areas, shall be designed, constructed and maintained in substantial conformance with the Plans, Maps, Site Plans and exhibits described in statement 5. In addition, the improvements on the Property shall be subject to the following specific regulations:

- (a) **Landscaping And Lighting:** Any parkway trees shall be installed and maintained in general accordance with the Site Plans and Elevations attached hereto, and the parkway tree planting provisions of the Chicago Landscape ordinance and corresponding guidelines and regulations. A landscaped pedestrian connection shall be provided adjacent to the Subarea D parking garage in the locations depicted on the Landscape Plan for this garage approved as part of the 1993 Planned Development amendment. Such pedestrian connection shall be graded, planted (with grass and trees or ornamental plantings) and lit. Planter boxes shall be installed as indicated on the Building Elevations of the Erie-Ontario parking structure and maintained during growing season. Planter boxes shall not be required to be installed on the existing portion of the Erie-Ontario parking structure until construction of the addition to the Erie-Ontario parking structure contemplated by this planned development amendment has been completed.
- (b) **Loading:** Off-street loading shall be provided in accordance with statement 12(f) and Site Plans approved as part of the 1993 and the 2001 Planned Development amendments.
- (c) **Parking:** Parking spaces required under this planned development may be designed to accommodate compact cars. Notwithstanding anything to the contrary in the Chicago Zoning Ordinance, such compact car parking spaces may be less than eight (8) feet wide, but no less than seven and one-half (7½) feet wide. Up to seventy-five (75) neighborhood residential parkers will be accommodated in the Subarea F garage at market rates on a monthly basis. A minimum of two percent (2%) of spaces shall be designed and designated for use by persons with disabilities.
- (d) **Circulation:** Parking space layout, loading access, private roadway vehicular circulation routes, private pedestrian circulation routes, parking structure operational design and the location and design of curb-cuts at public streets shall be designed and constructed in substantial accordance with the Site Plans attached hereto or approved as part of the 2001 and 2008 Planned Development amendments. A private north/south, mid-block pedestrian connection shall be provided as depicted on the Superior Garage Landscape Plan approved as part of the 1993 Planned Development amendment.
- (e) **Pedestrian Overpasses And Tunnels:** Any pedestrian overpass or tunnel affecting the public way shall be designed and constructed in substantial conformity with the Site Plans approved as part of this 2008 Planned Development amendment, including the Pedestrian Overpass Plan and

**Generalized Land-Use Plan.** Removal of the existing double-decked skybridge over Superior Street shall commence during the demolition of the existing Wesley hospital building within Subarea C and shall be diligently pursued to completion thereafter. Removal of the existing upper level of the skybridge over Fairbanks Court shall commence during the demolition of the existing Passavant hospital building within Subarea B and shall be diligently pursued to completion thereafter. Notwithstanding anything to the contrary in the prior sentence, removal of the third (3<sup>rd</sup>) and sixth (6<sup>th</sup>) level skybridges over Superior Street and removal of the sixth (6<sup>th</sup>) level skybridge over Fairbanks Court shall commence no later than December 31, 2001. As is indicated on the Pedestrian Overpass Plan and Generalized Land-Use Plan, the Applicant shall be permitted to relocate and rebuild the existing third (3<sup>rd</sup>) level skybridge which extends over Fairbanks Court from Subarea D to Subarea B.

(f) **Traffic Management And Mitigation.**

(1) **Traffic Management Plan.**

The Applicant shall be responsible for continuing implementation of certain operational controls over parking and traffic activity associated with the planned development. These operational controls shall be as set forth in the Traffic Management Plan ("T.M.P.") which shall be deemed an integral part of this Planned Development. The Applicant's compliance with the T.M.P. shall be a requirement of Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008). The Applicant specifically agrees to review and update the T.M.P. and submit same for review by the Chicago Department of Transportation ("C.D.O.T.") and the Office of Emergency Management and Communications ("O.E.M.C.") prior to issuance of Part II approval for the superstructure of the C.M.H. hospital, and to finalize the T.M.P. within six (6) months of submission of the draft subject to approval by D.P.D., C.D.O.T. and O.E.M.C.. The amended T.M.P. shall describe any new, existing or modified measures that the Applicant shall implement to exercise management and operational control over parking and traffic activity, including but not limited to:

- a. private shuttle services;
- b. coordination with public transit agencies concerning campus service and promotion of public transit alternatives;
- c. parking operational policies to promote efficient traffic flows within the Planned Development;
- d. promotion of facilities to actively encourage bicycle usage
- e. off-street loading operational policies, including restrictions on deliveries during certain hours.

- f. active transportation management activities and usage of Traffic Control Aides;
- g. statements of traffic-related planning principles that the Institutions commit to following in the redevelopment of institutionally-controlled properties within the Planned Development; and
- h. valet parking service operational policies.

In order to assure the effectiveness of the T.M.P., prior to March 31<sup>st</sup> of each year following the issuance of the Certificate of Occupancy for the C.M.H. hospital, the Applicant shall submit to the Commissioner of C.D.O.T. and the Executive Director of O.E.M.C. (with a copy to the Commissioner of D.P.D.) a report describing the past year's traffic and parking activity and assessing the effectiveness of the various provisions of the T.M.P., and any recommended modifications thereto.

#### (2) Traffic Control Aides.

The Office of Emergency Management and Communications ("O.E.M.C.") has determined that the posting of Traffic Management Authority Control Aides ("Aides") would help traffic operations at key intersections within and adjacent to the planned development during the A.M. and P.M. peak hours and allow for strict enforcement of both curbside regulations and parking restrictions. Accordingly, the Applicant agrees, during the period of construction of the C.M.H. hospital, to compensate the City, at the generally applicable part-time Aide rate, for the cost of six (6) Aides posted within or adjacent to IPD3 as determined necessary by O.E.M.C.. The Applicant further agrees, from the date that the C.M.H. hospital is occupied, to compensate the City for the cost of twelve (12) Aides posted within or adjacent to the planned development as determined necessary by O.E.M.C.. The compensation will be based on actual Aide assignment to intersections or streets (if a roving Aide) within or adjacent to the Planned Development.

The payment structure by which the Applicant compensates the City will be determined by the Office of Budget and Management and O.E.M.C.. At a minimum, the Applicant agrees to enter into a Grant-based Intergovernmental Agreement ("I.G.A.") with O.E.M.C. to provide the payment for the Aides. The first payment will be made prior to issuance of the first building permit for the C.M.H. hospital and will be pro-rated for the remaining number of months in that year. On January 1<sup>st</sup> of the following year, the Applicant will provide the next payment, and each January 1<sup>st</sup>, thereafter. The I.G.A. will be reviewed annually to determine if the grant amount needs to be modified based on changes in wages or staffing.

The Applicant may request the City's approval of changes to this Statement, including specifically the number of Aides and the amount of the Applicant's payment obligation based on evidence of changed circumstances. Such evidence shall include, as appropriate, traffic analyses and other technical data. The City agrees at a minimum, based on Applicant-supplied traffic analyses, O.E.M.C./C.D.O.T. data and analyses and other evidence, to review the appropriateness of the Applicant's Aide payment obligation on the earlier to occur of (1) the date of the next requested comprehensive amendment of this Planned Development; or (2) the two (2) year anniversary of the occupancy of the C.M.H. hospital.

**(3) Pedestrian Countdown Signals.**

The Applicant will reimburse the City for the cost to retrofit existing traffic signals with up to forty-four (44) pedestrian countdown signals at the following locations:

- Lake Shore Drive -- Chicago (two (2) each)
- Chicago -- Fairbanks (four (4) each)
- Mies Van Der Rohe -- Chicago (six (6) each)
- Huron -- St. Clair (eight (8) each)
- Huron -- Fairbanks (eight (8) each)
- Erie -- Fairbanks (eight (8) each)
- Ontario -- Fairbanks (eight (8) each)

The City will use reasonable efforts to complete the retrofitting of the pedestrian countdown signals prior to issuance of the Certificate of Occupancy for the C.M.H. hospital.

**(4) Additional Traffic And Street Improvements.**

(A) McClurg Court: Not later than June 30, 2009, the Applicant shall complete to the satisfaction of C.D.O.T. and O.E.M.C. a traffic engineering study of the conversion of McClurg Court between Ohio and Ontario from one-way northbound to either one-way southbound or two-way. The study shall assess the traffic impacts and benefits of each

alternate, include assessments of intersection operations in the area bounded by McClurg, Ontario, Fairbanks, and Illinois, and provide a preliminary plan of the preferred alternative as determined by the City.

The Applicant shall compensate the City for all costs associated with the conversion of the direction of McCourt Court within its existing right-of-way, including design, traffic signal modifications, signage, pavement markings and movement, if any, of parking meters. The City will use reasonable efforts to complete the work at such time prior to the opening of the C.M.H. hospital as mutually agreed by the Applicant and the City.

(B) Restriping Of Chicago Avenue And Superior Street: The Applicant will implement pavement marking and signage changes in substantial conformance with the restriping plans for Chicago Avenue between Fairbanks and Lake Shore Drive as shown in a conceptual sketch previously submitted to C.D.O.T. and O.E.M.C. and attached to this Planned Development and for Superior Street between St. Clair and Fairbanks as shown in the C.M.H. Site Plan no later than the issuance of the Certificate of Occupancy for the C.M.H. hospital. Prior to doing this work, the Applicant will submit permit applications with more detailed drawings as required by C.D.O.T. and O.E.M.C.

(C) Chicago -- Fairbanks Curb Radius: The Applicant will provide for review by C D O T. fully complete and detailed engineering drawings to widen the southwest corner curb radius of the Chicago and Fairbanks intersection no later than February 1, 2008, and obtain permits and complete this project not later than July 1, 2008. The Applicant understands that the scope of work necessary to widen the corner curb radius includes, but is not limited to, relocation or modification of traffic signal poles.

(D) Valet Parking And Car Retrieval: If a valet parking option is offered at the C M H hospital within Subarea C, such option may only be available for emergencies and to persons with disabilities. The Applicant agrees that in such operation, vehicles must be dropped off at the front entry to C M H in the planned internal driveway and must be retrieved by the C M.H. patron/visitor within the Huron-Superior garage.

(E) Traffic Signal Warrant Study: The Applicant shall compensate the City for all costs associated with a study to be performed by O.E.M.C. one (1) year after issuance of Certificate of Occupancy for the C M H hospital to determine whether traffic signals are warranted at the intersection of Superior Street and St. Clair Street and at the intersection of Superior Street with the C M.H. and Prentice Hospital's exit drive and the entrance/exit of the Superior Parking Garage. If the O.E.M.C. study

determines that traffic signals are warranted at the intersection of Superior Street and St. Clair Street, the City will use reasonable efforts to install traffic signals at said intersection and the Applicant shall compensate the City for all costs associated with the design and improvement of the intersection with traffic signals. If the O.E.M.C. study determines that traffic signals are warranted at the intersection of Superior Street with the C.M.H. and Prentice Hospitals exit drive and the entrance/exit of the Superior Parking Garage, the Applicant will, at its sole cost, provide detailed engineering drawings, secure all necessary permits, and complete all work associated with the improvement of the intersection with traffic signals, including but not limited to, striping, signage and accessible pedestrian crosswalk and ramps within one (1) year of the City's determination that the signals are warranted. Future traffic signals and signage within the Planned Development will be considered during review of future applications for site plan review and amendments to the planned development.

(F) Chicago-Mies Intersection: The Applicant will provide fully complete and detailed engineering drawings and a permit application for traffic signal, pavement marking and signage changes at the intersection of Chicago Avenue and Mies Van Der Rohe Way, including the entrance driveway to Children's Memorial Hospital-Prentice Women's Hospital, and will complete the work prior to issuance of the Certificate of Occupancy for the C.M.H. hospital. The design of the intersection shall conform substantially to that shown on the C.M.H. Site Plan incorporated herein.

(G) Modal Split/Transit Outreach Report: As of the date hereof, the Applicant has submitted to the Commissioner of Planning and Development a report describing the means of transportation used by patrons to reach the Applicant's facilities within the planned development and, specifically, what percentage of patrons (identified by patron type -- e.g., students, professional employees, staff, visitors -- and transportation means -- e.g., public transit, private shuttles, taxicabs, et cetera) reach such facilities by means other than private, single-occupied passenger vehicles. Such report also identified efforts undertaken by the Applicant, including, but not limited to, promoting of the availability of campus shuttles and trolleys to employees and visitors, incentives offered to employees for public transit usage and outreach efforts -- including informational postings -- to encourage such patrons to reach the Applicant's facilities by means other than private, single-occupied passenger vehicles. Such report shall be updated by the Applicant every three (3) years and may be conducted using generally accepted statistical sampling techniques. The Applicant shall use its good faith efforts to require that owners of property within the planned development other than Applicant participate with the Applicant in the production of the report described herein.

(H) Heliport: In addition to the uses specified in Statement 6 for Subarea C, the roof of the C.M.H. hospital may be used for an emergency medical helicopter heliport (the "Landing Pad") to receive pediatric patients and organs (organs only when the C.M.H. patient is in a critical life-threatening condition) being transported under the following conditions:

- (1) Helicopter transports will be used only for medical and surgical emergencies in cases where there is notification of a primary need for pediatric treatment of C.M.H. patients. Any change to the use set forth in this sub-part must be approved by means of an amendment to the planned development.
- (2) Helicopter transports to or from C.M.H. will be made only during the following circumstances:
  - (A) when patients require immediate transport for surgery or medical care in an intensive care unit;
  - (B) when the patient meets the medical criteria stated above and when travel distance is more than forty (40) miles away; or less than forty (40) miles away, but ground traffic or weather conditions would delay the transport and threaten the life of the patient.
- (3) The decision to transfer a patient to C.M.H. by air or ambulance will strictly remain a decision between the referring physician, the C.M.H. Transport Team and their Medical Control.
- (4) C.M.H. will not own or operate a helicopter transport business and will not base, store, fuel or service (except in the case of a mechanical emergency) a helicopter at its Landing Pad.
- (5) C.M.H. follows the operational criteria for its use of the Landing Pad set forth in the attached Heliport Safety Plan.
- (6) The Landing Pad meets the design requirements set forth in the attached Heliport Safety Plan.
- (7) C.M.H. establishes and maintains a Heliport Review Committee consistent with the attached Heliport Review Committee guidelines.

(8) C.M.H. will submit all required documentation to the State of Illinois Department of Transportation Division of Aeronautics in order for that agency to review and, if the appropriate regulations are met, to issue the appropriate permit for utilization of this heliport.

(l) The Applicant shall provide by the earlier of (a) the Certificate of Occupancy of the new Children's Memorial Hospital; or (b) December 31, 2012 (the "Parking Expansion Date"), subject to delays caused by acts of nature, labor disturbances or other causes outside of the reasonable control of the Institutions, additional off-street accessory parking capacity of not less than one thousand one hundred (1,100) spaces of which not less than eight hundred (800) spaces will be spaces in a newly constructed parking facility within the Campus Area (the "New Parking Facility") and the balance of which may be provided by securing off-street parking rights (collectively, the "2012 Parking Commitment") potentially in the form of a long-term lease. It is acknowledged that the provision of this additional peak parking supply is in the public interest and appropriate for development within the Campus Area. The Campus Area is that area bounded by Chicago Avenue, Lake Shore Drive, Illinois Street and Michigan Avenue.

The extent to which the number of parking spaces provided in the New Parking Facility is less than one thousand one hundred (1,100) shall be described as the "Additional Spaces". The Additional Spaces shall, to the extent located in whole or in part within the area bounded by Ontario Street on the south, Lake Shore Drive on the east, Chicago Avenue on the north and Michigan Avenue on the west (the "Existing Facility Exclusion Area"), be located only in a newly constructed parking facility or facilities. Additional Spaces may be located in parking facilities existing as of the date of approval of the 2008 planned development amendment outside the Existing Facility Exclusion Area if the Applicant can reasonably demonstrate to the Commissioner that such parking spaces proposed to be used to accommodate the Additional Spaces are vacant. Any such Additional Spaces will only be occupied by parties associated with the institutions located within the planned development other than patients or visitors of patients.

In furtherance of the 2012 Parking Commitment, the Applicant agrees to comply with the following milestones concerning the New Parking Facility and Additional Spaces: (i) provision of written notice to the Commissioner of the Department of Planning and Development and C.D.O.T. not later than March 31, 2009 identifying the specific sites on which the New Parking Facility will be built and where the Additional Spaces, if any, will be located, including the provision of a letter of intent or actual lease agreement that long-term rights to the Additional Spaces are feasible; (ii) submission

to the City of appropriate land-use approval applications (in the form of a new planned development application, amendment to this Planned Development or Site Plan Approval) concerning the New Parking Facility not later than June 30, 2009; and (iii) submission of an application to the Department of Construction and Permits for a building permit for the New Parking Facility not later than January 1, 2010, subject to prior receipt from the City of required land-use approvals.

(J) Fairbanks Court Elevation Of Erie-Ontario Parking Structure: It is hereby acknowledged that the Applicant has proposed the construction of an addition to the Erie-Ontario parking structure which is to be naturally ventilated and that there shall be no requirement in this planned development that would require the Applicant to provide ventilation other than that naturally occurring. The Applicant has agreed to fully glaze the openings in the Fairbanks Court (West) Elevation of the parking structure addition. Should the proposal for full glazing of such West Elevation fail to meet the requirements of the City of Chicago for continued natural ventilation of the parking structure addition, the Applicant shall be permitted to substitute for a portion (or all of) the glazing grills, open air screening panels or other architectural elements to avoid mechanical ventilation requirements. The amount of glazing to be eliminated under such circumstances shall be the minimum necessary to provide for continued natural ventilation of the parking structure. Prior to making such substitution, the Applicant shall submit a proposed revised West Elevation to the Department of Planning and Development for its review and approval, such approval not to be unreasonably withheld.

- 13 Future improvements within this planned development to which Statement 15 applies shall be designed, constructed and maintained in general conformance with the design standards set forth as follows:
  - (a) **Building Character And Scale.** Buildings will be designed so that they are compatible with the existing Northwestern Campus buildings. Scale, massing, articulation, setbacks, materials, color, texture, lighting, fenestration and other architectural devices will be used to avoid a monotonous and blank appearance. Each building's mass will be designed in such a way as to distinguish its uses and constituents. Exterior walls visible from any public way shall be designed and constructed to avoid a monotonous and blank appearance through the use of texture and detail on windows, openings, projections, recesses, offsets or other architectural devices. Special attention shall be given to achieve an interesting building design at the pedestrian level through landscape elements, articulation of surface forms and texture, expression of the structural rhythm and architectural detail. Further, to the extent active uses within the building are located toward the periphery, where appropriate, windows and entrances are encouraged at grade level along the public way. Further

established circulation and public space patterns at street level shall be respected and architectural datums such as cornices, fenestration and setbacks that are present in the immediate vicinity shall be recognized in the design of the building.

- (b) **Rooftops.** Each building crown shall be distinctive and designed to integrate fully and screen all mechanical systems customarily placed on rooftops within an architectural enclosure. Mechanical equipment will be concealed or integrated into the architectural design.
- (c) **Horizontal Projections.** Horizontal projections (such as balconies, loggias or terraces) shall be permitted within required building setbacks. Canopies, awnings, cornices and similar projections shall be allowed provided they do not in any way obstruct the public way.
- (d) **Pedestrian Overpasses And Tunnels.** Pedestrian overpasses shall be designed to be as transparent and unobtrusive as possible and shall be compatible with the architectural style, color and materials of the existing Northwestern campus.
- (e) **Lighting.** Base level lighting shall address a variety of functions. More intense, but directed, lighting shall be provided at public entries, drop-offs, pedestrian ways, et cetera, for clarity and security purposes. Base-level facade and landscape lighting will be softer in nature. The use of lighting to highlight architectural features is encouraged; however, lighting shall not beam directly into windows of other buildings.
- (f) **Paving.** Decorative paving patterns and materials are encouraged. However, paving materials shall be compatible with existing paving materials within the Northwestern Campus. All paving design shall comply with the requirements for accessibility by disabled persons.
- (g) **Street Furniture.** Light standards, sidewalks, curbing and flagpoles proposed within public spaces shall be compatible with the Northwestern Campus standard.
- (h) **Circulation.** Buildings and uses shall be provided with vehicular and pedestrian access to a public roadway. Private roadway vehicular circulation and private pedestrian circulation routes, if any, and the location and design of any curb cuts at public streets shall be designed and constructed to promote a safe, efficient, appropriate and beneficial design.
- (i) **Private Roadways.** A private roadway shall mean any private drive or way located on private property which is designed and intended for use as vehicular access to uses located therein. Private roadways shall be designed and paved in compliance with the Municipal Code of Chicago to

provide ingress and egress for motor vehicles, including emergency vehicles. Fire lanes, if required within the private roadways, shall be designed and paved to provide access and egress for emergency vehicles. No parking except for loading and unloading of pedestrians shall be permitted within such fire lanes. All private roadways shall be reasonably accessible to private pedestrian use but need not be made available to the general public. Any private roadways shall be designed and configured to provide direct and coherent pathways to public streets.

- (j) **Curb Cuts.** Private roadways, driveways, entrances to off-street parking and to loading docks, and all other facilities requiring curb cuts shall be located to minimize conflicts with on-street traffic and with pedestrian circulation. All such curb cuts shall be constructed in accordance with the standards of the City of Chicago. No curb cut shall be located within ten (10) feet of any other curb cut. No automobile entrances shall be permitted on St. Clair Street.
14. Notwithstanding anything to the contrary contained in Section 17-13-0611 of the Chicago Zoning Ordinance, the terms, conditions and exhibits of this planned development may be modified administratively by the Commissioner of the Department of Planning and Development upon the request of the Applicant and after a determination by the Commissioner that such a modification is minor, appropriate and consistent with the nature of the development of the Property contemplated herein. Any such modification shall be deemed a minor change in the planned development as contemplated by Section 17-13-0611 of the Chicago Zoning Ordinance.
  15. Prior to issuance by the Department of Planning and Development of a determination pursuant to Section 17-13-0610 of the Chicago Zoning Ordinance ("Part II approval") for any future development within this planned development, except as described in the following paragraph and except for alterations to existing buildings which do not increase their height or alter their footprints, a site plan for the proposed development shall be submitted to the Commissioner for approval. Site plan approval is intended to assure that specific development proposals conform with this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008), and to assist the City in monitoring ongoing development. Such site plan need only include the area proposed for development or redevelopment, and immediately adjacent public rights-of-way, for which approval is being sought by the Applicant. Except as described herein, no Part II approval shall be granted until an applicable site plan has been approved.

The provisions of this Statement 15 shall not apply to: (i) any structures for which building permits have been issued as of the date of passage of the 2001 amendment of this planned development; and (ii) the development or redevelopment of any unbuild structure for which an application for Part II approval has been submitted, including a site plan for all phases of a multi-phased project, and which is still pending, or for which a building permit has not yet been issued, as of the date of

passage of the 2001 amendment of the planned development. In the case of a Part II submittal that is pending which seeks a building permit for the first of a multi-phased project, an exclusion from the requirements of this Statement 15 shall apply to all phases of such project, so long as a site plan for all phases of the project accompanies the Part II submittal for the first (1<sup>st</sup>) phase. Upon the issuance of a building permit for any project for which a Part II submittal has been made, the site plan included within such approved Part II submittal shall be deemed to be an integral part of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008).

After approval of a site plan by the Commissioner, the approved site plan may be changed or modified pursuant to the provisions of Statement Number 14 hereof. In the event of any inconsistency between an approved site plan and the terms of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008) in effect at the time of approval of such site plan or of the modifications thereto, the terms of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008) shall govern.

A site plan shall, at a minimum, provide the following information:

- (a) boundaries of the development parcel or parcels;
- (b) building footprint;
- (c) dimensions of all setbacks;
- (d) location and depiction of all parking spaces (including relevant dimensions);
- (e) location and depiction of all loading berths (including relevant dimensions);
- (f) all drives, roadways and vehicular routes;
- (g) all landscaping (including species and size);
- (h) all pedestrian circulation routes and points of ingress/egress (including sidewalks);
- (i) all site statistics applicable to the development parcel or parcels including:
  - (1) floor area and floor area ratio as represented on submitted drawings
  - (2) number of parking spaces provided;
  - (3) number of loading berths provided; and
  - (4) uses or development of parcels.

(j) Parameters of the building envelope including:

- (1) maximum building height, and
- (2) setbacks and vertical setbacks, required and provided.

A site plan shall include such other information as may be necessary to illustrate conformance with this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008), including, without limitation, building elevations.

16. The Applicant acknowledges that it is in the public interest to design, construct and maintain all buildings in a manner which promotes and maximizes the conservation of natural resources. The Applicant agrees to a minimum of "L.E.E.D." (Leadership in Energy and Environmental Design) Basic Certification for the C.M.H. hospital. Copies of these standards may be obtained from the Department of Planning and Development. The Applicant also agrees to provide a vegetative ("green") roof system on a minimum of twenty-five (25%) percent of the net flat roof areas of all new buildings. "Net roof area" shall be defined as the total area of the roof minus any required perimeter setbacks, rooftop structures and roof-mounted equipment and mechanical penthouses required by the City Codes. A vegetative ("green") roof system of a minimum of twenty-five (25%) percent (twelve thousand one hundred seventeen (12,117) square feet) of the net flat roof of the C.M.H. hospital shall be installed and maintained.
17. The Applicant acknowledges that it is in the public interest to design, construct and maintain the project in a manner which promotes, enables and maximizes universal access throughout the Property. Plans for all buildings and improvements on the property shall be reviewed and approved by the Mayor's Office for People with Disabilities ("M.O.P.D.") to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility. Plans for all buildings and improvements on the Property shall be reviewed and approved by M.O.P.D. to ensure, compliance with applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility at the time of application for a building permit.
18. Unless substantial construction of the proposed improvements within Subarea C as contemplated this planned development amendment have commenced within six (6) years following adoption of this planned development amendment, and are diligently pursued, then this 2008 planned development amendment shall expire as to the uncompleted portion; provided, however, that if the City Council amends the Chicago Zoning Ordinance to provide for a shorter expiration period which is applicable to all planned developments, then this 2008 planned development amendment shall expire upon the expiration of such shorter time period as provided by any such amendatory ordinance (the first (1<sup>st</sup>) day of which as applied to this planned development shall be the effective date of the amendatory

ordinance). If this 2008 Planned Development amendment expires under the provision of this section, then the zoning of the portion of the property located within Subarea C which was added to this Institutional Planned Development Number 3 as a result of this 2008 amendment shall automatically revert to DX-12, while the remaining portion of Planned Development Number 3 shall revert to the 2001 planned development amendment.

[Existing Land-Use Area Plan; Boundary, Property Line and Right-of-Way Adjustment Map; Existing Zoning and Street System; Generalized Land-Use Plan; Site Plan; Pedestrian Overpass Plan; Detailed Site Plan; Landscape Plan; Typical Streetscape Section; Building Elevations; Roof Plan; and Proposed Flight Paths referred to in these Plan of Development Statement printed on pages 21305 through 21319 of this Journal.]

Bulk Regulations and Data Table, Heliport Review Committee Guidelines and Safety Plan referred to in these Plan of Development statements read as follows:

Bulk Data Table. **IPD 3,00**

Subarea	Net Area	Maximum Floor Area Ratio	Maximum Percent Of Land Coverage	Minimum Periphery Setbacks	Minimum Distance Between Buildings
A	247,714 square feet 5.69 acres	9.9	85%	8 feet along Chicago Avenue 22 feet along North Lake Shore Drive	
B	233,382 square feet 5.38 acres	9.5	85%	20 feet along North Lake Shore Drive	25 feet between Patient Windows
C	143,933 square feet 3.30 acres	13.25	90%	0 foot along East Chicago Avenue	15 feet between Patient Windows
D	130,982 square feet 3.01 acres	2.4	90%	0 foot	
E	130,994 square feet 3.01 acres	18.5	97%	15 feet maximum along North St Clair Street  15 feet minimum along North Fairbanks Court	

Subarea	Net Area	Maximum Floor Area Ratio	Maximum Percent Of Land Coverage	Minimum Periphery Setbacks	Minimum Distance Between Buildings
F	71,605 square feet 1.84 acres	25	100%	0 foot	
TOTAL:	958,510 square feet (22.01 acres)	10.54	95%		

Gross Site Area = Net Site Area (22.01 acres) + Public Right-of-Way (10.11 acres) = 32.12 acres.

Maximum Permitted Floor Area Ratio  
(For Total Net Site Area): 10.52

Maximum Percent of Land Covered  
(For Total Net Site Area): 95%

Minimum Number of Off-Street  
Parking Spaces: 2,814

See Statement 12(i) for provisions related to the development of additional parking supply.

Minimum number of off-street loading spaces shall be provided in accordance with the Chicago Zoning Ordinance subject to the review of the Department of Transportation and approval by the Department of Planning and Development.

The above noted regulations relate to the ultimate development within the Planned Development Area. Interim stages of development may exceed these permitted standards, subject to approval by the Department of Planning and Development.

The public parking structure located in Subarea "D" is assigned a 0.0 Floor Area Ratio because it is intended to provide accessory parking for uses within the Planned Development and other medical uses related thereto. The parking and public transit uses within public parking structure located in Subarea "F" are assigned to 0.0 Floor Area Ratio because they are intended to provide accessory parking for use within the Planned Development and other medical uses related thereto and to accommodate public transportation staging needs. A parking structure will be considered as an accessory parking facility if it provides a minimum of fifty (50%) percent of the spaces contained therein for accessory parking.

*Children's Memorial Hospital Heliport  
Review Committee Guidelines.*

To provide community review of the heliport operations for Helicopter Emergency Medical

Services (H.E.M.S.) provided on the new Children's Memorial Hospital, the Hospital will establish and maintain a Heliport Review Committee.

1. The Alderman of the 42<sup>nd</sup> Ward will have full access to the work of the Children's Memorial Heliport Review Committee (H.R.C.) and may join in any aspect of the work of the committee.
2. Membership will include leaders of the residential and business community of the 42<sup>nd</sup> Ward with particular focus on the individuals and businesses that live near the new Hospital.
3. The Committee will be open to participation from the City of Chicago's Planning and Zoning officials and representatives of the Illinois Department of Transportation Division of Aeronautics.
4. The Committee will be modeled on the Neighborhood Advisory Committee for the Children's Memorial Lincoln Park Hospital, which has reviewed the Hospital's Lincoln Park helipad and its H.E.M.S. services for the last twenty (20) years.
5. The Committee will meet at least quarterly each year and may meet more frequently, if circumstances require.
6. After Committee review, the work of the Committee will be reported on the Children's Memorial website and will be made available to interested parties and local community and business organizations.
7. Regular reports will be made to the Committee on the attached Heliport Safety Plan. Attachment 1.
8. Quarterly reports will be made to the Committee on the H E M S deliveries made to the Children's Memorial heliport, consistent with the attached report which has been used at the Lincoln Park hospital and in compliance with the governmental confidentiality requirements. Attachment 2.
9. Wind analysis reports from the heliport's wind recording and reporting equipment will be made available to the Committee. (Super A.W.O.S. or equivalents.)
10. Sound testing of the operation of the heliport will be conducted on a periodic basis, if it is considered appropriate.
11. Operators of the H E M S helicopters that serve the heliport and helicopter safety experts who manage the safety of operations will be available to the Committee.

*Institutional Planned Development Number 3.**Heliport Safety Plan.*

The secure, safe and unique operation of the Emergency Medical Service heliport to be constructed on the roof top of Children's Memorial Hospital is of the highest importance to the hospital. We must protect the critically ill patients that the hospital serves, our Emergency Transport Flight Crews, our neighboring residents and businesses and our hospital and all of our patients and visitors.

There is no value in transporting critically ill or injured patients to our hospital in anything but the safest helicopters or in anything but the safest flying conditions.

To facilitate these objectives, C.M.H. will follow the following operational criteria for its use of the heliport:

1. **Use Limitations.** The use of the heliport will be limited as set forth in Statement 12(h) of Institutional Planned Development Number 3, as amended (2008). Statement 12(h) provides that the roof of the Children's Memorial Hospital may be used for an emergency medical helicopter heliport (the "Landing Pad") to receive patients and organs being transported under the following conditions:
  - a. Helicopter transports will be used only for medical and surgical emergencies (including organ transplants) in cases where there is notification of a primary need for pediatric treatment.
  - b. Helicopter transports to or from C.M.H. will be made only during the following circumstances:
    - when patients or organs require immediate transport for surgery or medical care in an intensive care unit;
    - when the patient meets the medical criteria stated above and when travel distance is more than forty (40) miles away, or less than forty (40) miles away, but ground traffic or weather conditions would delay the transport and threaten the life of the patient.
  - c. The decision to transfer a patient by air or ambulance will strictly remain a decision between the referring physician, the Transport team, and their Medical Control.
  - d. C.M.H. will not own or operate a helicopter transport business and will not base, store, fuel or service (except in the case of a mechanical emergency) a helicopter at its Landing Pad.

2. Flight Restrictions.
  - a. All helicopter flights will be inter hospital helicopter flights, with the exception of State or Federal regulatory flights.
  - b. Flights will not be directly from accident scenes, with the exception of serious local event.
  - c. All flights must be Helicopter Emergency Medical Service flights.
  - d. All flights to the helipad must be regulated by Federal regulations in accordance with 14 CFR Part 135: Air Taxi & Commuter services.
  - e. All helicopter pilots who fly into the heliport must be qualified by a review of Flight Safety Officers, prior to HEMS flights to the site, for flights into the site.
3. Access to the heliport is restricted to Security, Safety, the Transport Team, and Engineering. For safety reasons, no other personnel are allowed on the heliport without clearance from the Transport Team, Security or Safety
  - a. A security officer will accompany the Transplant Team and any other flight teams requiring access to the heliport.
  - b. All heliport activity is monitored through closed circuit TV as well as direct visualization from the heliport shelter by a security officer.
4. For safety reasons, there will be no loading or unloading of patients, organs for transplant, or staff on the heliport while blades are rotating.
5. All landings, including those for organ transplant, must be reported to the Transport Team. It is the Transport Team's responsibility to track landings and report monthly.
6. Safety Inspections:
  - a. Transport Team.
    1. Conduct and document twice monthly safety inspections of the heliport
    2. Complete safety training annually
  - b. Engineering
    1. Complete routine inspections of helipad, elevators, windsock and lights

2. Manage snow and ice on heliport.
- c. Security Services.
  1. Confirm requests for use with Transport Team.
  2. Directly monitor all helicopter landings/take-offs from the helipad shelter.
  3. Escort Transport Team, Transplant Team, and visiting teams to the helipad.
7. Published heliport operations plan: Prior to the opening of the new Children's Memorial Hospital, the Hospital will submit to the City of Chicago's Department of Planning and Development its plan of regulations for the operation of the heliport, including minimum training requirements for pilots, "Go/No Go" weather conditions and diversion protocols.

In addition, the following design requirements will be followed:

1. Heliport Design Obligations:

- a. The heliport design will exceed the design requirements of the State of Illinois, Federal Aviation Administration and the City of Chicago.
- b. The structural loading design of the heliport will be a twenty-five thousand (25,000) pound capacity, which is more than double a standard twelve thousand five hundred (12,500) pound capacity site.
- c. The heliport will be fifty (50) by fifty (50) feet for the touchdown and lift off (TLOF) area and one hundred (100) by hundred (100) feet for the final approach and take off (FATO) area.
- d. The heliport will be located as close as is reasonably possible to the center of the new hospital building's north tower, leaving significant space around the heliport as an added safety margin.
- e. Tie-down equipment will be installed at the New Children's Memorial heliport. While no helicopter will remain at the heliport for long periods of time, tie-down equipment is an extra safety measure that will be available if the necessity arises. If the weather conditions change in the time it takes to unload a patient, the crew will be able to secure the helicopter to the landing pad.
- f. De-icing and snow melt systems will be installed on the new heliport
- g. With the exception of emergency egress and exterior lighting of the heliport walkway, lighting for the heliport will be controlled by the helicopter pilot to minimize the impact on surrounding buildings. Other lighting can be shielded to mitigate potential light exposure to adjacent areas

2. Wind Condition Reporting:
  - a. To further enhance the level of safety for flight operations, the heliport will be equipped with an enhanced Automated Weather Observation System (A.W.O.S.) that broadcasts "real time" weather observations, wind direction, and wind velocity information for the heliport site as well as broadcasting to pilots an immediate warning in the event that there should ever be an incident of wind shear at the heliport.
  - b. The system to be provided will be Super A.W.O.S. technology. The "real time" capability of this system is a significant enhancement to the safety of flight operations and a major improvement over more traditional systems.
3. The heliport is only able to accommodate one (1) helicopter at a time for landing, take-off or parking:
  - a. Incoming helicopters must obtain prior landing approval in order to accommodate multiple transports.
  - b. Security and the Transport Team are to be notified by the incoming flight service prior to departure from the referring facility.

~~Reclassification Of Area Shown On Map Number 1-H.  
(As Amended)  
(Application Number 16294)~~

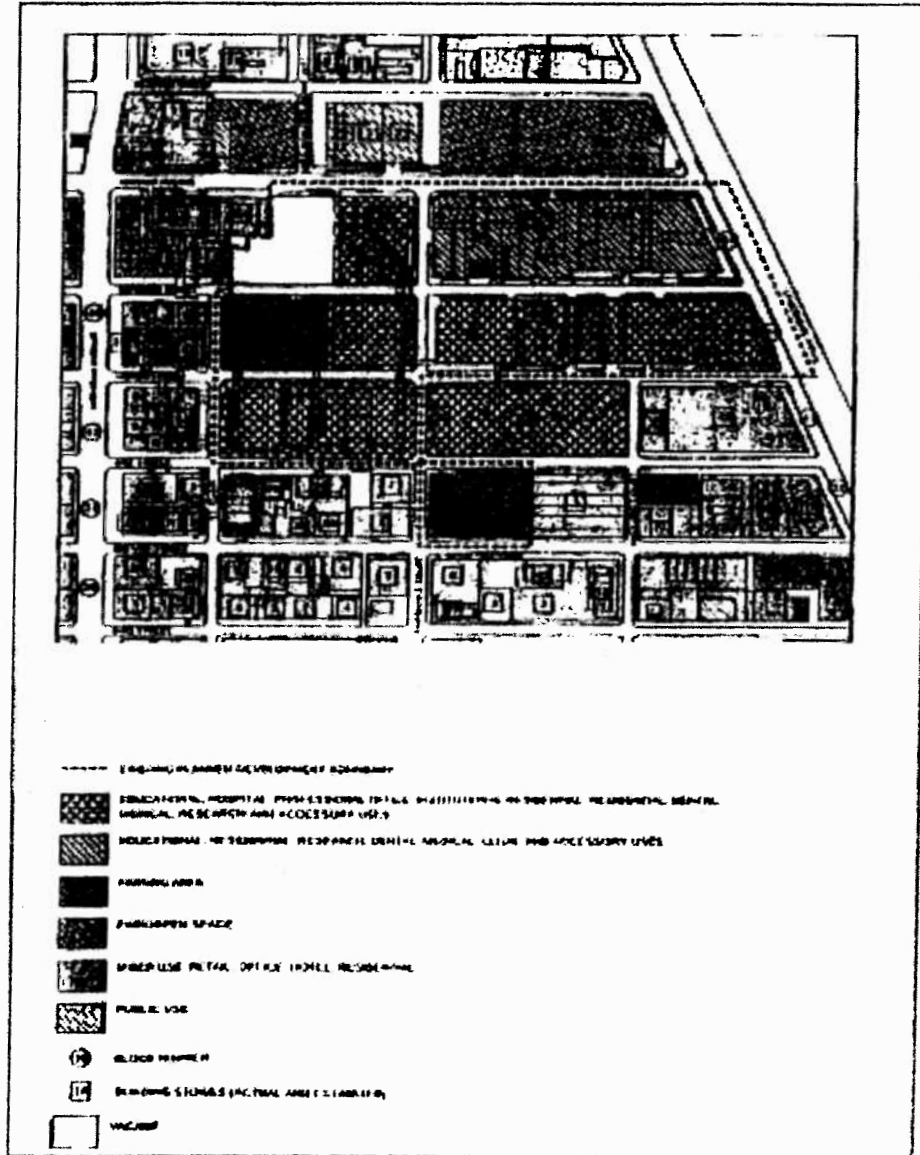
*Be It Ordained by the City Council of the City of Chicago:*

SECTION 1 Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is hereby amended by changing all of the RT4 Residential Two-Flat, Townhouse and Multi-Unit District symbols and indications as shown on Map Number 1-H in the area bounded by:

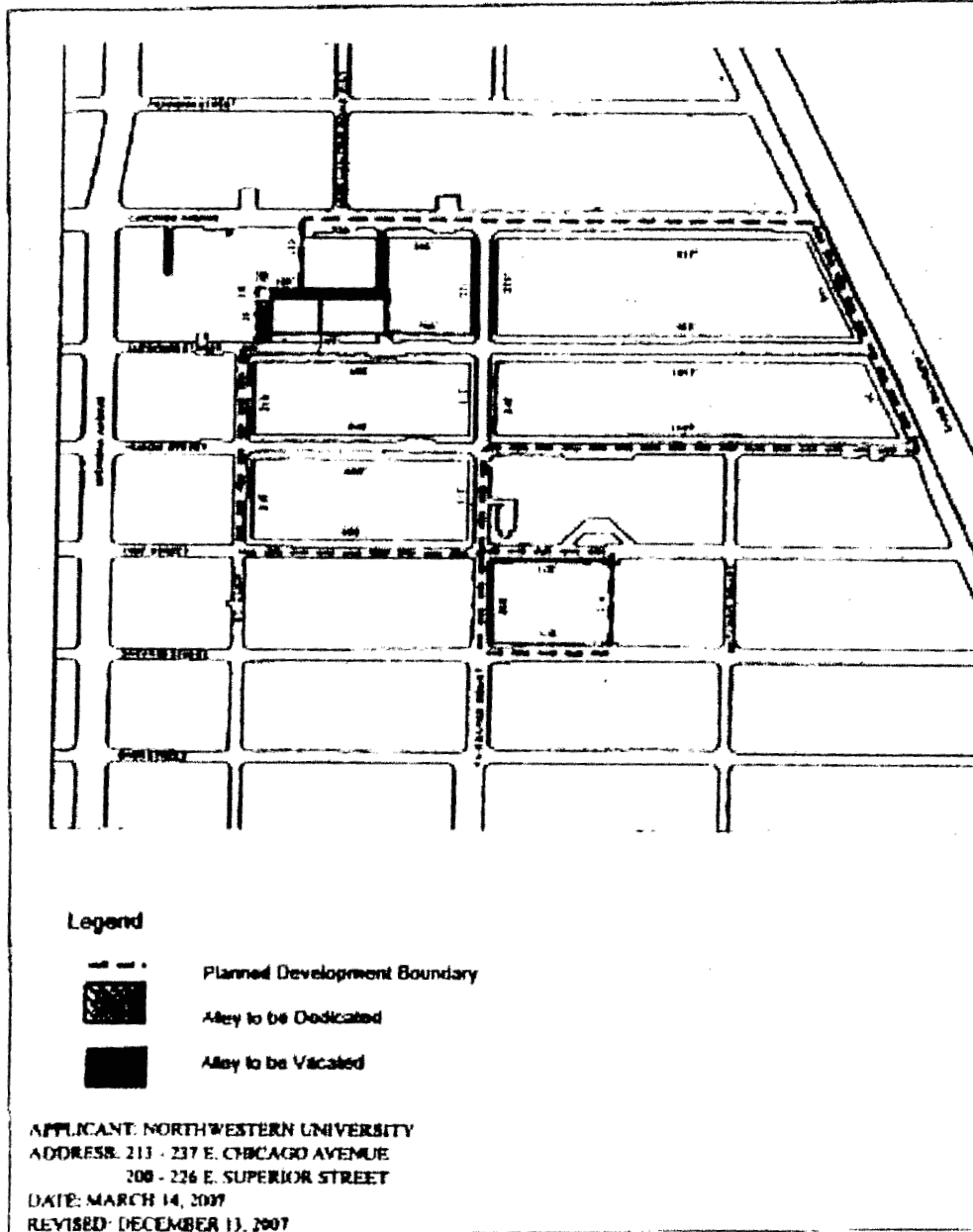
~~West Lake Street; the public alley next east of and parallel to North Damen Avenue; the public alley next south of and parallel to West Lake Street; North Wolcott Avenue; West Washington Boulevard; a north/south line approximately 95.12 feet east of and parallel to North Damen Avenue; the public alley next north of and parallel to West Washington Boulevard, and North Damen Avenue.~~

(Continued on page 21320)

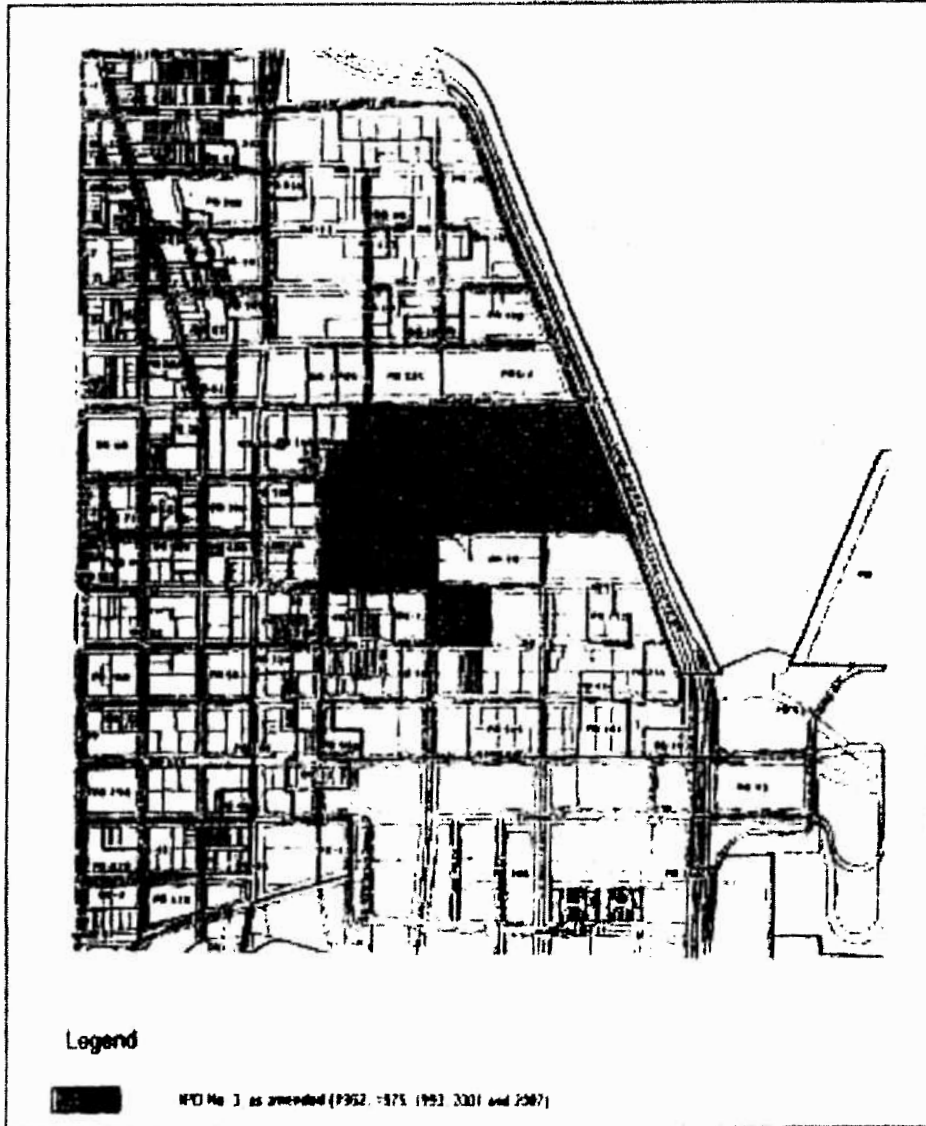
Existing Land-Use Area Plan.



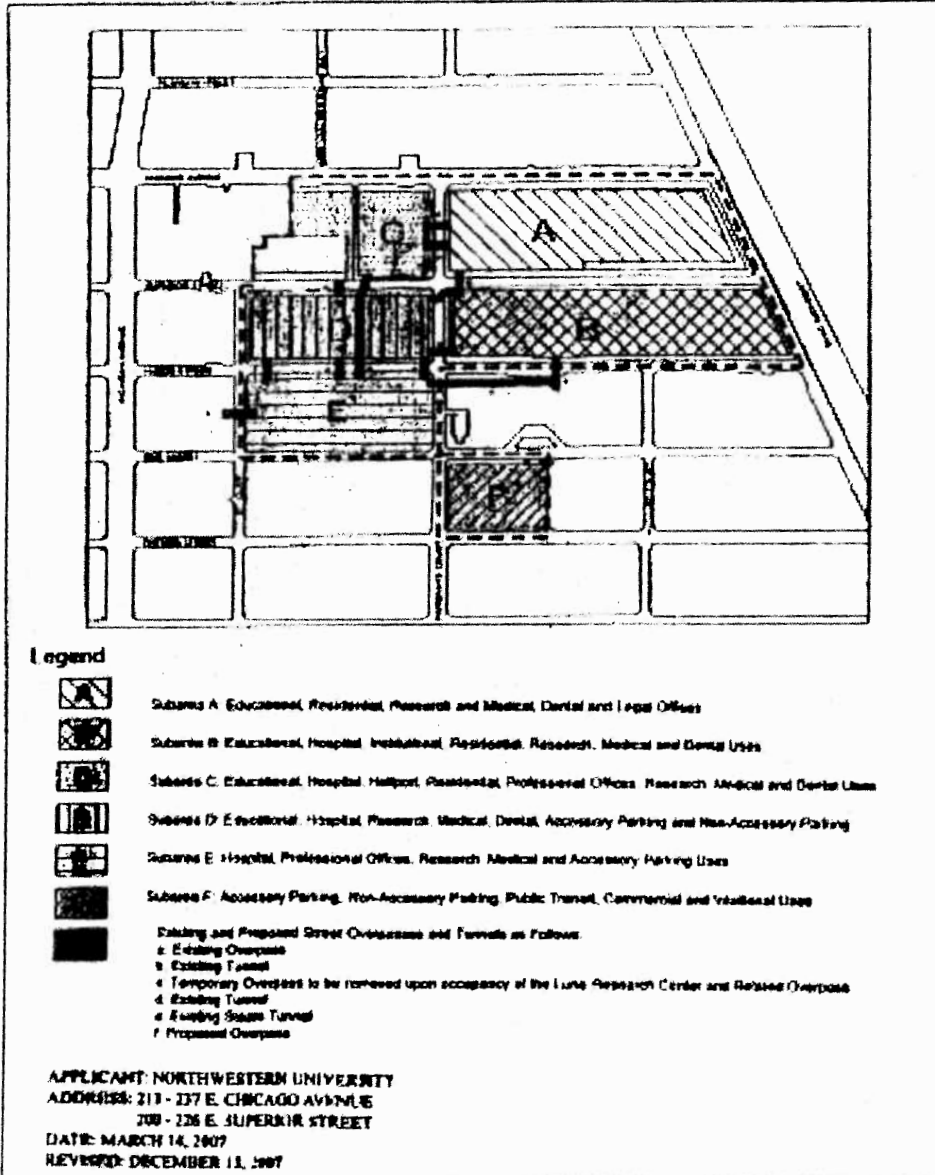
Boundary, Property Line And Right-Of-Way  
Adjustment Map.



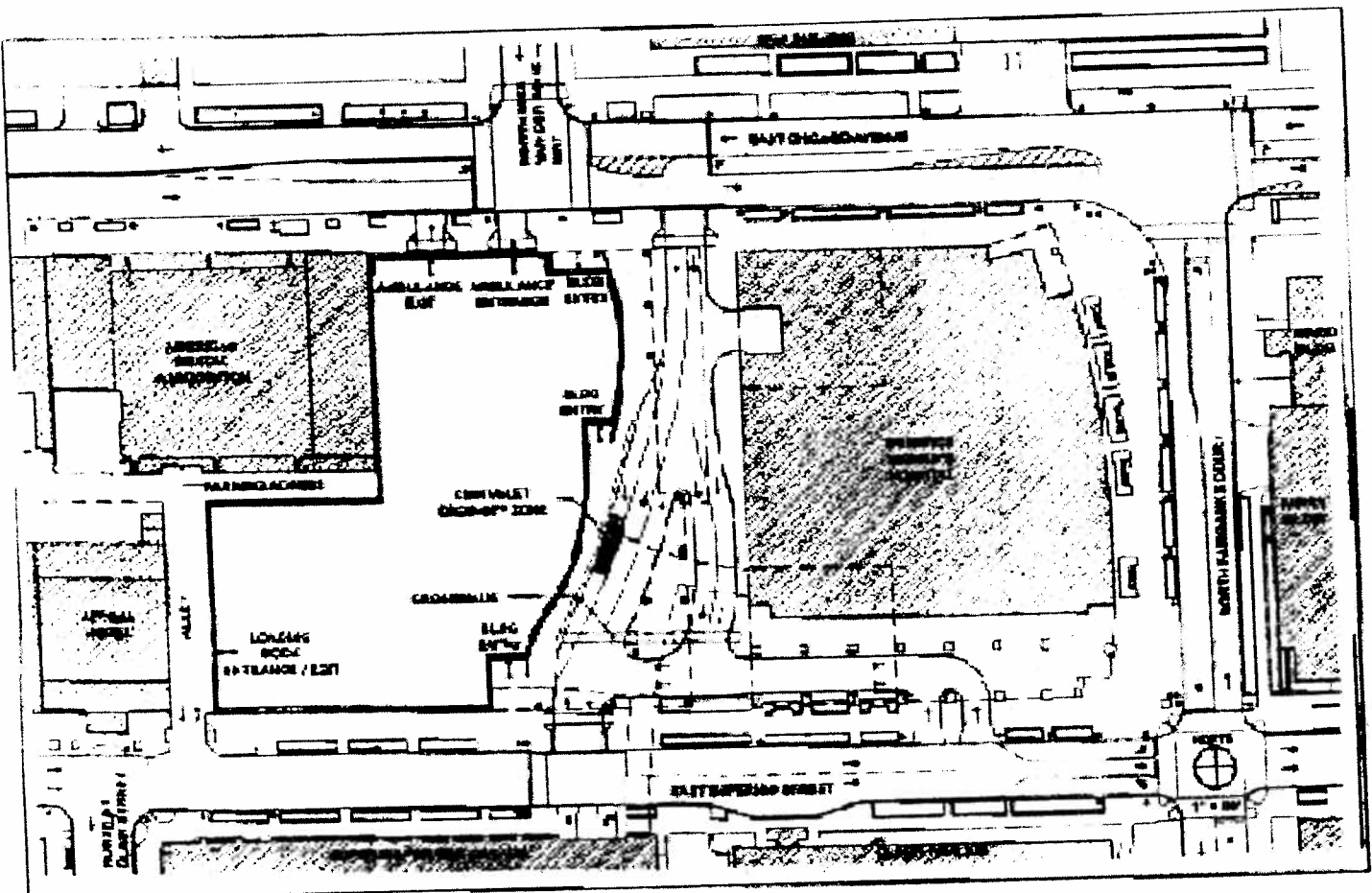
Existing Zoning And Street System.



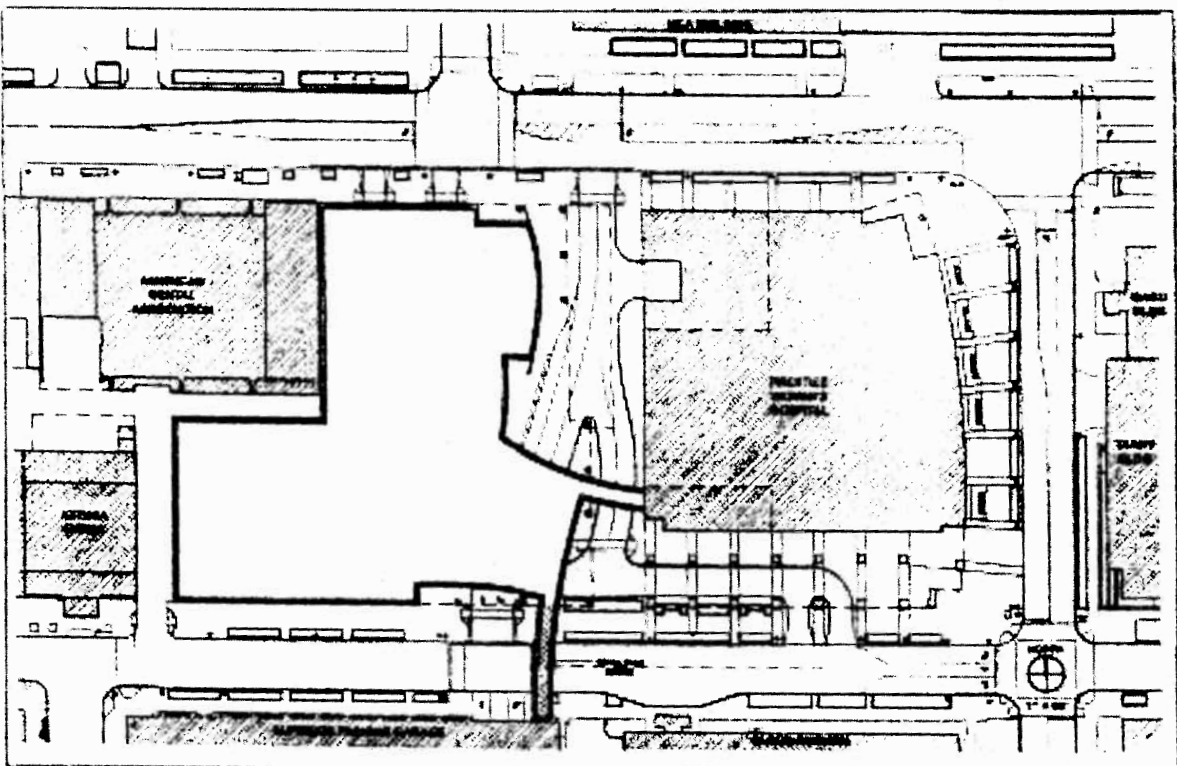
Generalized Land-Use Plan



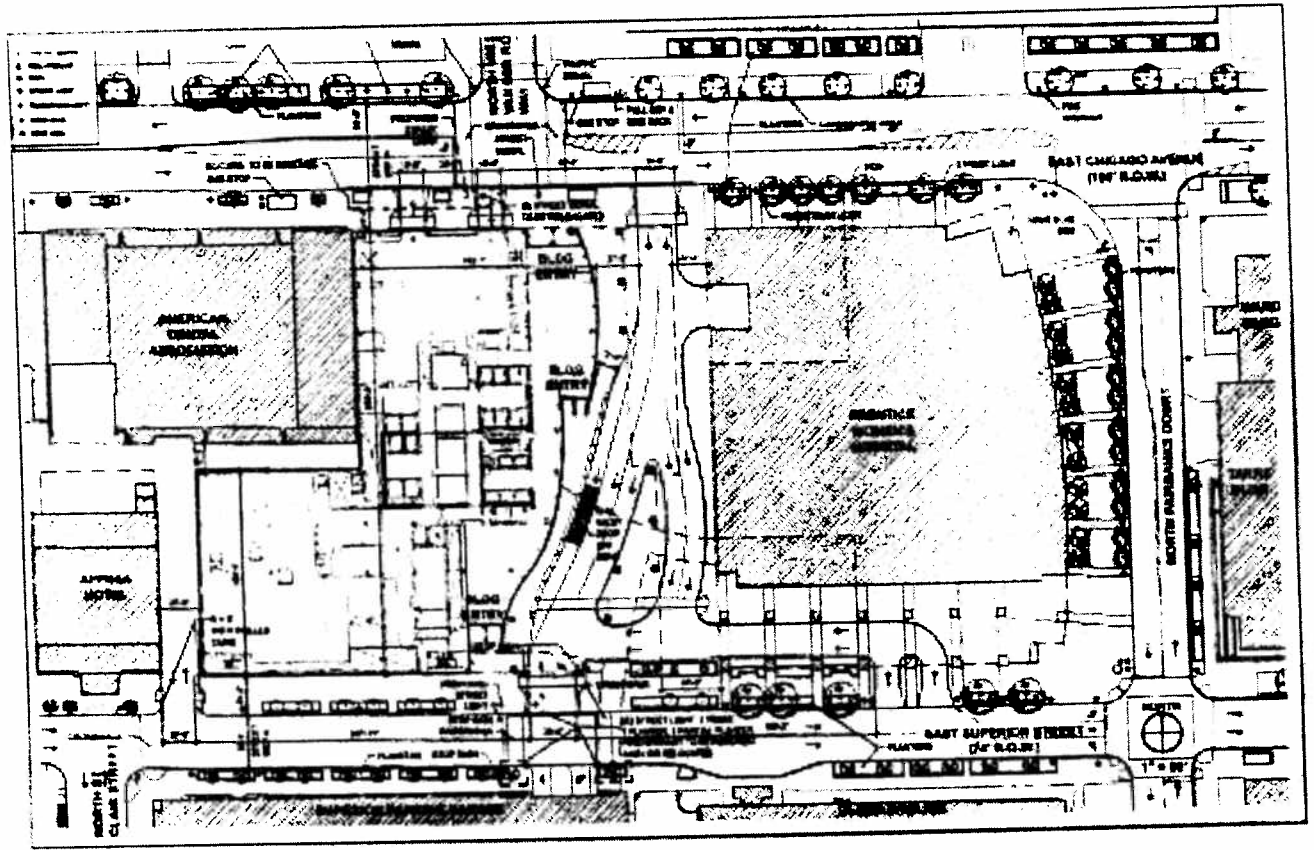
Overall Site Plan.



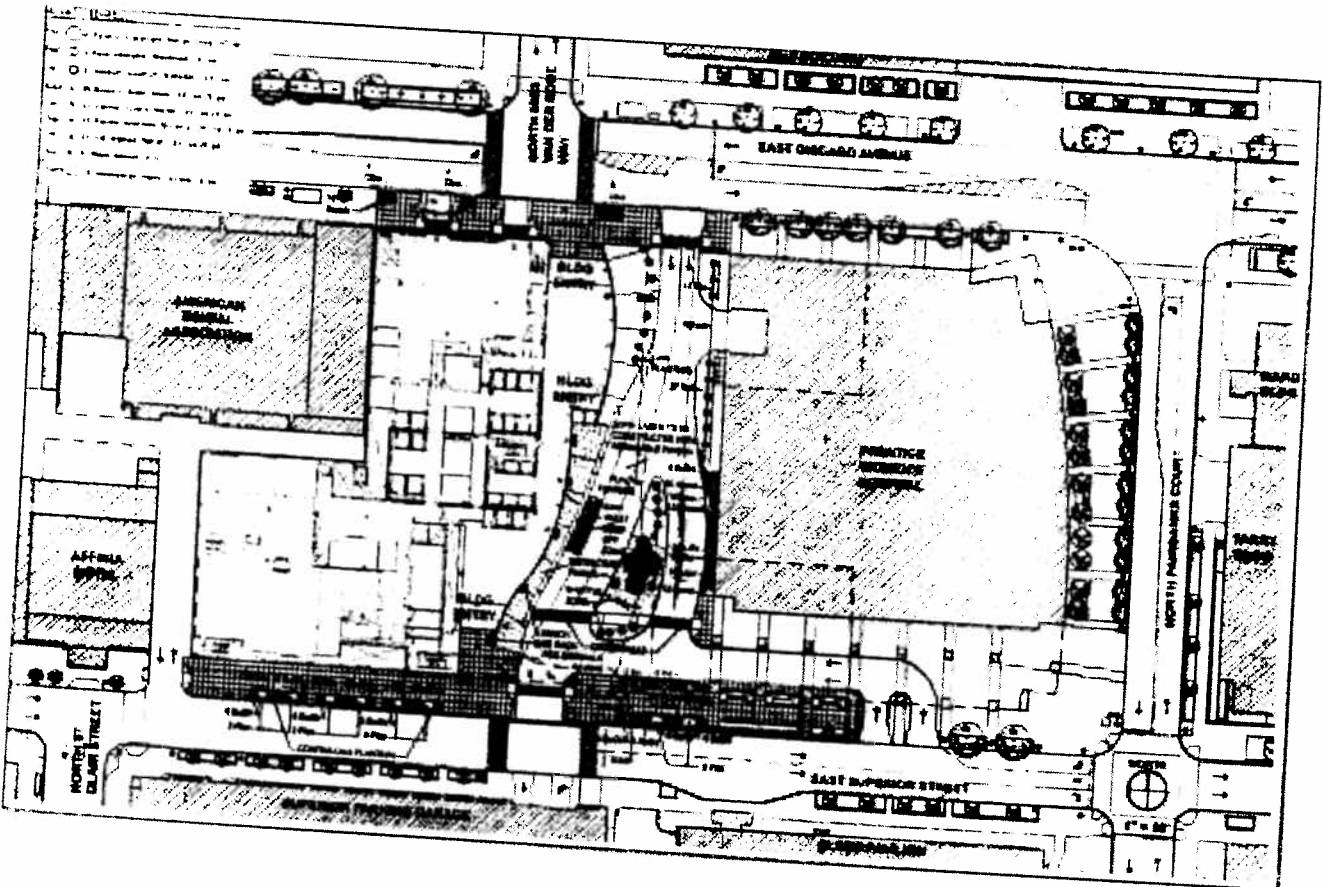
Pedestrian Overpass Plan.



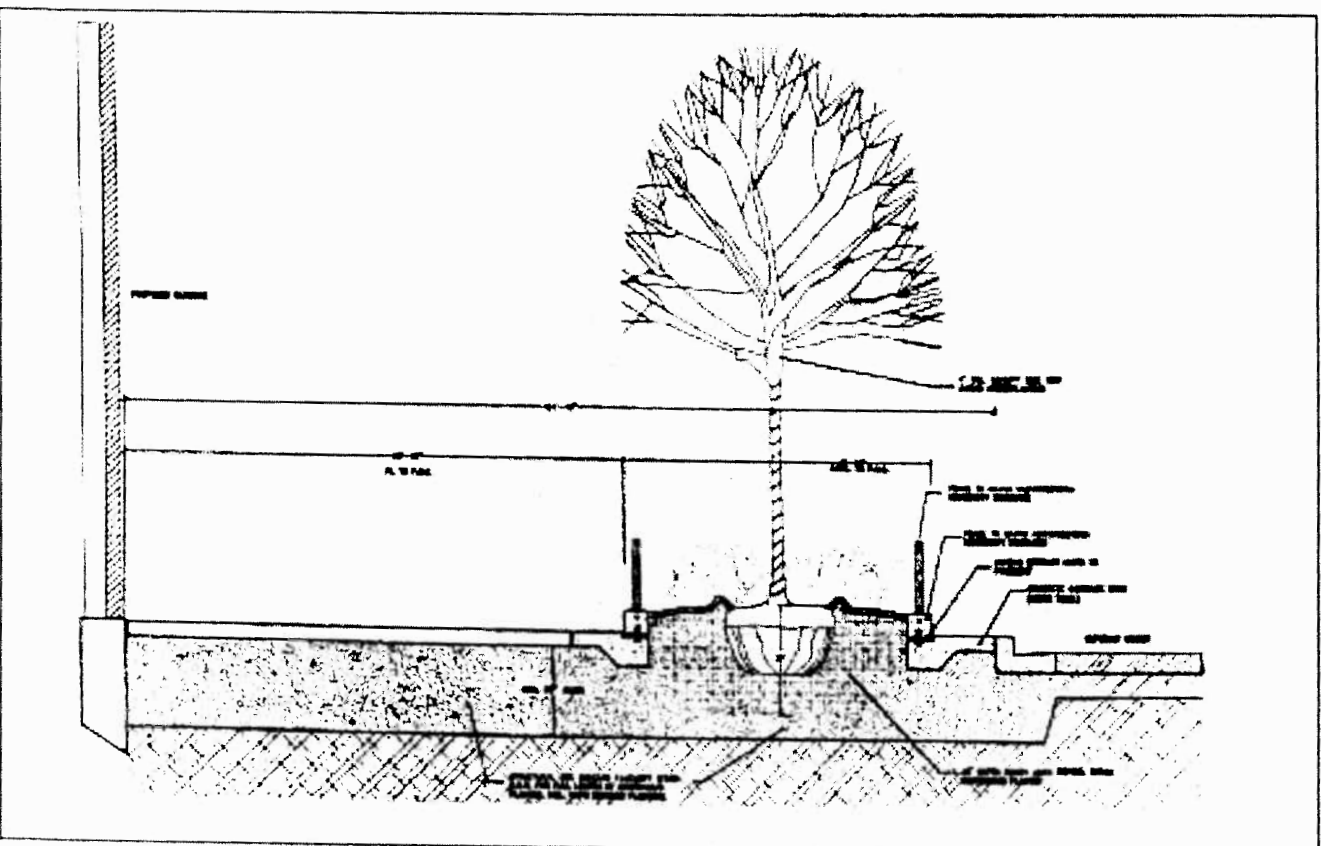
Detailed Site Plan



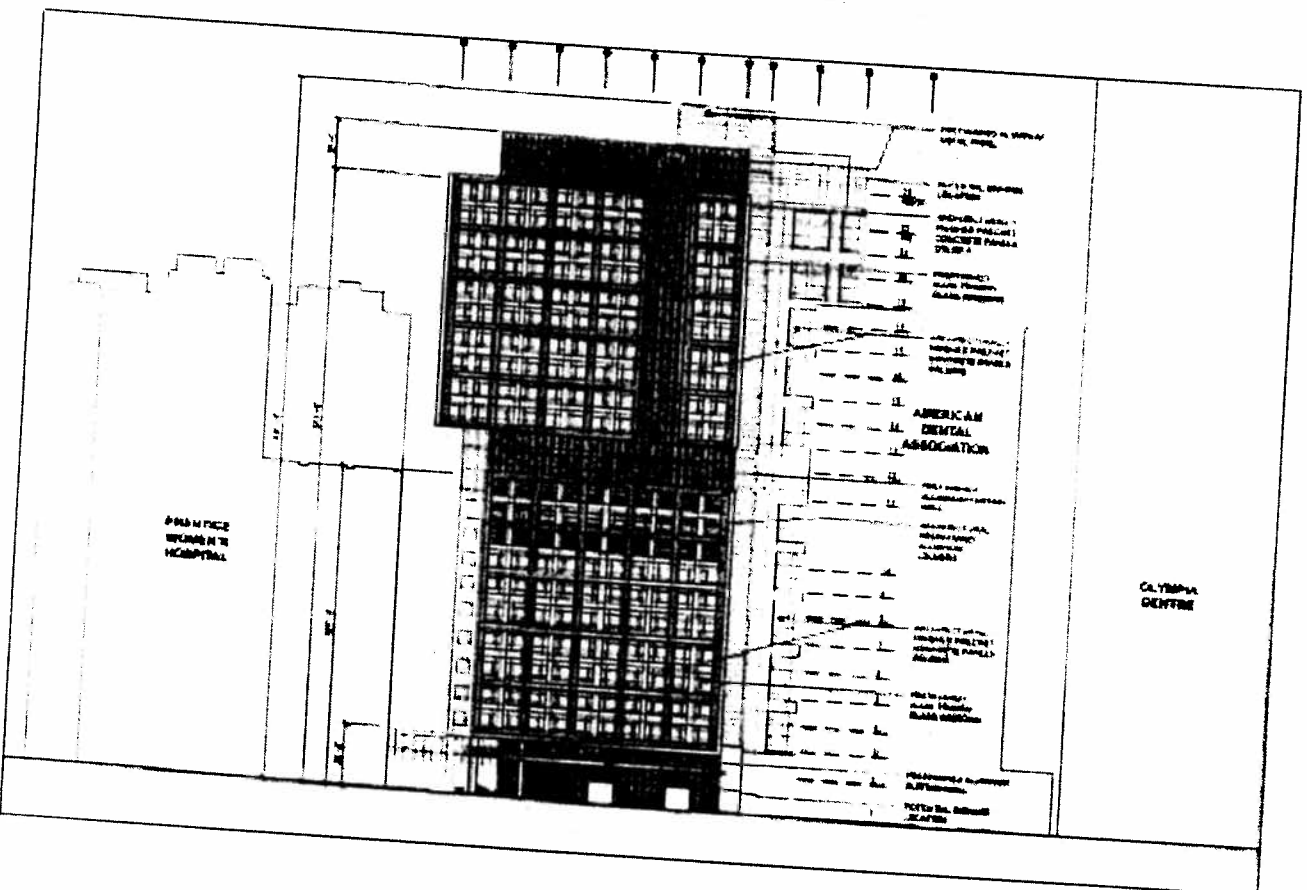
Landscape Plan.



Typical Streetscape Section.



North Elevation.





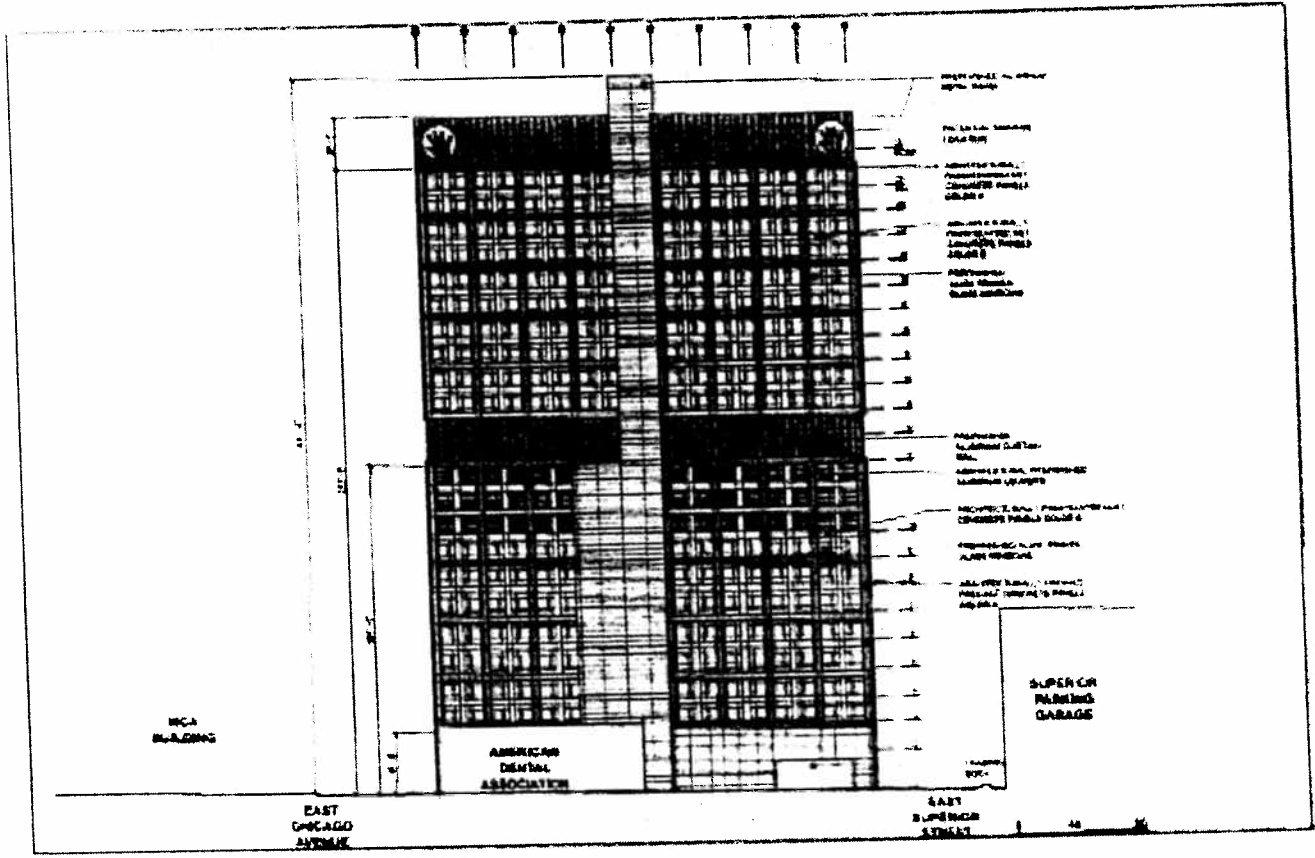


2/8/2008

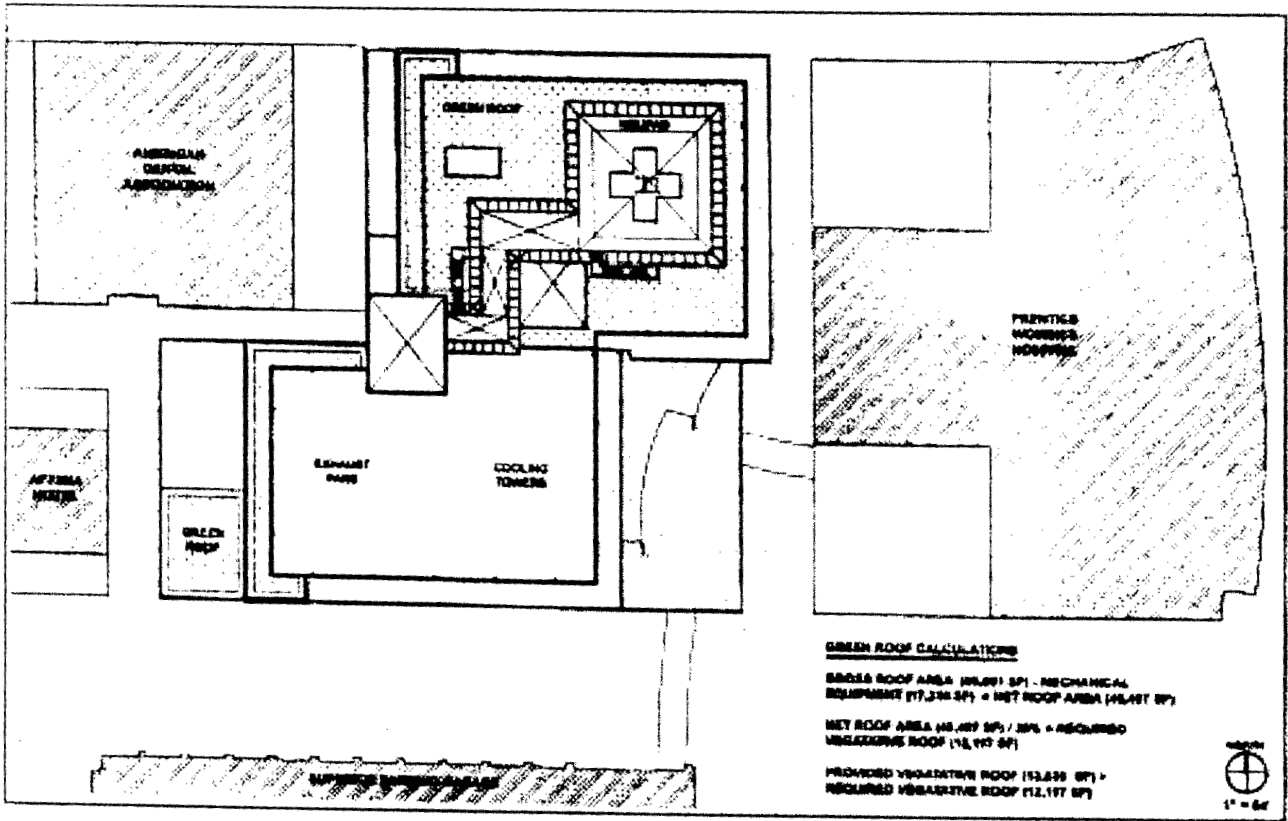
REPORTS OF COMMITTEES

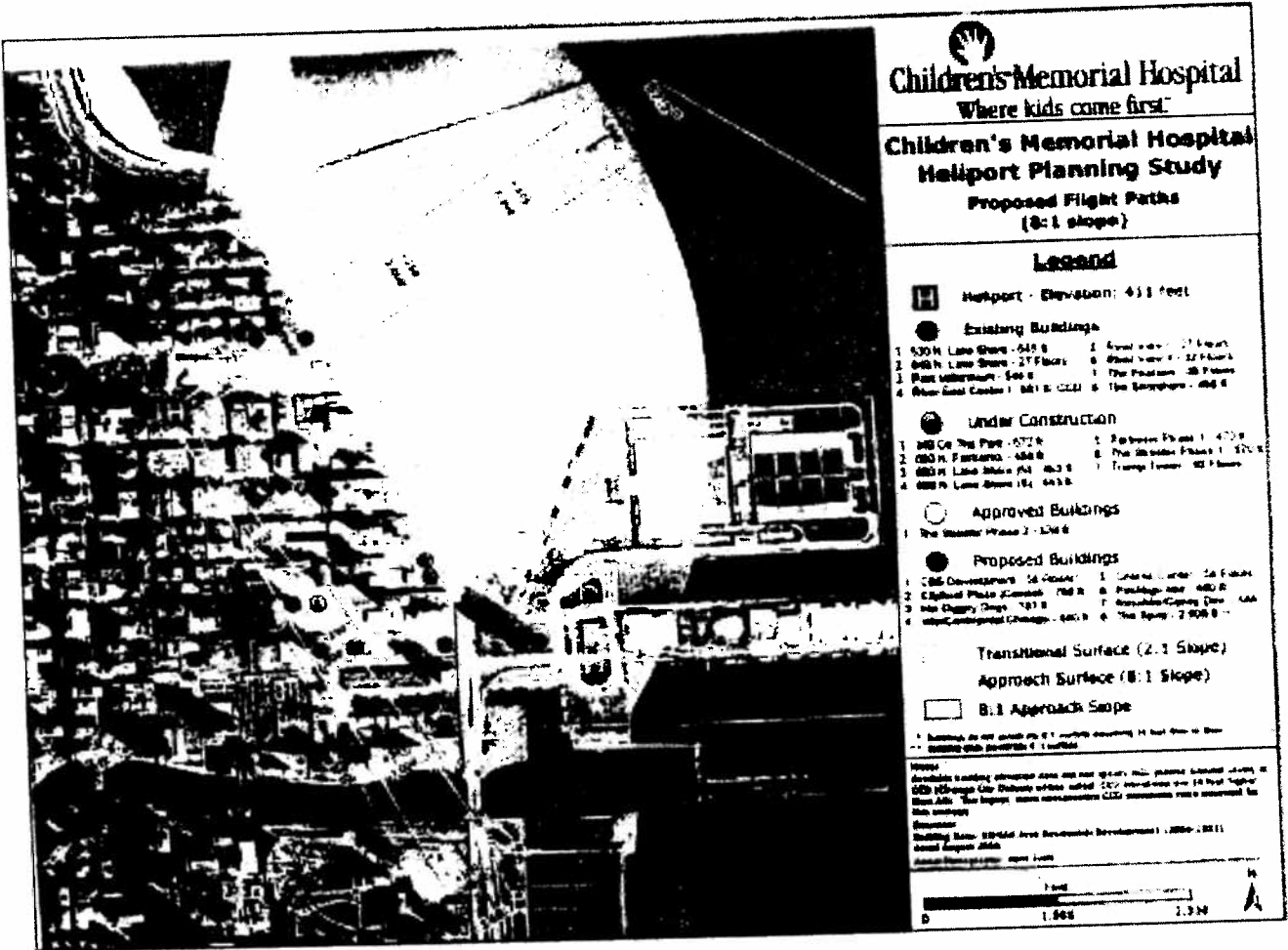
21317

West Elevation.



Roof Plan







City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

City Hall, Room 1060  
121 North LaSalle Street  
Chicago, Illinois 60602  
(312) 744-4190  
(312) 744-2271 (FAX)  
(312) 744-2578 (TTY)  
<http://www.cityofchicago.org>

June 11, 2007

Mr. Scott E. Saef  
Sidley Austin LLP  
One South Dearborn  
Chicago, IL 60603

Re: **Site Plan Approval for Institutional Planned Development No. 3, as amended**

**Proposal:** Northwestern Memorial Hospital seeks to construct two temporary driveways immediately west of the New Prentice Hospital during the time that Children's Memorial Hospital is under construction.

**Location:** East Superior Street between North St. Clair Street and North Fairbanks Court.

Dear Mr. Saef:

We have reviewed the drawings for the construction of two temporary driveways Northwestern Memorial Hospital seeks to construct immediately west of the New Prentice Hospital (New Prentice) during the time that Children's Memorial Hospital (CMH) is under construction. The two temporary driveways along E. Superior St. will provide an egress from the New Prentice drop-off driveway. The westernmost driveway will exist for no more than 18 months and is designed to align with the entrance to the Huron-Superior parking structure. This driveway will be removed once groundbreaking occurs on the CMH project. The easternmost driveway will exist until 2012, when the CMH project opens and the planned permanent combined CMH-New Prentice driveway is ready for vehicular use. Your plans, approved by the Department of Transportation on June 4, 2007, are submitted in accordance with Statement No. 15 of IPD No. 3, as amended.

The following drawings, prepared by VOA + OWPP Design Collaborative, were reviewed and will be added to the main file within the Department of Planning:

- Sheet B Site Plan (April 18, 2007)
- Sketch-A Enlarged Temporary Drive Plan (April 2, 2007)

Accordingly, this Site Plan submittal for Institutional Planned Development No. 3, as amended, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on October 31, 2001.

Sincerely,

Kathleen Nelson  
First Deputy Commissioner

KCN:MRD:tm

cc: Kathleen Nelson, Maureen Sanchez, Terri Haymaker, Mike Marmo, Pat Haynes,  
DPD Files

NEIGHBORHOODS





May 30, 2007

Mr. Scott E. Saef  
Sidley Austin LLP  
One South Dearborn  
Chicago, IL 60603

City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

City Hall, Room 1000  
121 North LaSalle Street  
Chicago, Illinois 60602  
(312) 744-4190  
(312) 744-2271 (FAX)  
(312) 744-2578 (TTY)  
<http://www.cityofchicago.org>

Re: **Site Plan Approval and Administrative Relief for Institutional Planned Development No. 3, as amended**

**Proposal:** Northwestern Memorial Hospital seeks to construct a new pedestrian overpass over North St. Clair Street.

**Location:** Pedestrian bridge connecting 675 and 676 North St. Clair Street

Dear Mr. Saef:

We have reviewed the drawings for the construction of a pedestrian bridge between the Galter Pavilion at 675 N. St. Clair, within Sub-Area E of Institutional Planned Development (IPD) No. 3 and 676 N. St. Clair, which is located in a DX-16, Downtown Mixed-Use District to the immediate west of Sub-Area E. Both buildings are owned by Northwestern Memorial Hospital (NMH) or entities affiliated with NMH and both contain hospital-related and physician patient care and administrative office space. These plans are submitted in accordance with Statement No. 15 of IPD No. 3, as amended.

An artist's rendering, along with the following drawings, prepared by Hellmuth, Obata + Kassbaum, Inc., dated June 30, 2006, were reviewed and will be added to the main file within the Department of Planning and Development in anticipation of Part II:

- A102 Second Floor Plan-Bridge Level
- A701 Bridge Section
- A501 North and South Bridge Elevations

Additionally, please be advised that an executed easement agreement to occupy airspace over the public right-of-way is required from the Department of Transportation. Upon review of the material submitted, the Department of Planning and Development has determined that these plans are consistent with and satisfy the requirements of the Plan of Development.

Accordingly, this Site Plan submittal for Institutional Planned Development No. 3, as amended, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on October 31, 2001.

Sincerely,

Kathleen Nelson *pk*  
First Deputy Commissioner

KCN:MRD:tm

cc: Kathleen Nelson, Maureen Sanchez, Terri Haymaker, Mike Marmo, Pat Haynes,  
DPD Files





City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

Denise M. Casalino, P.E.  
Commissioner

City Hall, Room 1000  
121 North LaSalle Street  
Chicago, Illinois 60602  
(312) 744-4190  
(312) 744-2271 (FAX)  
<http://www.cityofchicago.org>

April 2, 2004

Mr. Scott E. Saef  
Sidley Austin Brown & Wood  
Bank One Plaza  
10 South Dearborn Street  
Chicago, Illinois 60603

Re: Site Plan Review for Institutional Planned Development No. 3  
(Northwestern University-New Prentice Women's Hospital)  
Revised – previously issued January 20, 2004

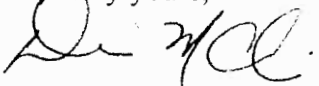
Dear Mr. Saef:

The Department of Planning and Development has reviewed the Site Plan, Landscape Plan, and Building Elevations submitted by you on behalf of your client, Prentice Women's Hospital, for the construction of an 18-story hospital building on Subarea C of the Planned Development. In accordance with Statement No. 15 of the Planned Development, these drawings and other supporting materials have been submitted for Site Plan Review.

Upon review of the materials submitted, the Department has determined that these plans are consistent with and satisfy the requirements of the Plan of Development. These plans depict a reduced size window bay projection over the Chicago Avenue right-of-way (maximum of 11 feet beginning a minimum of 36' 2" above the Chicago Avenue sidewalk). Please be advised that separate approvals will be required for this protrusion over the property line. In addition, you submitted plans for a minimum of 8,920 square feet of green roof area to be installed and maintained on the western portion of the Level 12 roof, 5,000 square feet of green roof area on top of the building and have committed to provide an Energy Star-rated roof.

Accordingly, this Site Plan submittal for Institutional Planned Development No. 3 for the construction of a hospital building on Subarea C is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on March 28, 2001. The Site Plan and Building Elevations, dated October 23, 2003 and the Green Roof Plans dated January 13, 2004, are hereby made a part of this approval.

Very truly yours,

  
Denise M. Casalino, P.E. EJK  
Commissioner

cc: Jack Swenson, Philip Levin, Michael Marmo, Edward Kus, Terri Textley, Michael Berkshire





City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

Denise M. Casalino, P.E.  
Commissioner

City Hall, Room 1000  
121 North LaSalle Street  
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(312) 744-2271 (FAX)  
<http://www.cityofchicago.org>

April 2, 2004

Mr. Scott E. Saef  
Sidley Austin Brown & Wood  
Bank One Plaza  
10 South Dearborn Street  
Chicago, Illinois 60603

Re: Request for a minor change to Institutional Planned Development  
No. 3, As Amended (Northwestern University-New Prentice  
Women's Hospital) Revised – previously issued February 27, 2004

Dear Mr. Saef:

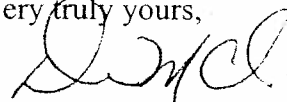

This is a revision to a minor change to Institutional Planned  
Development No. 3, as amended, dated January 20, 2004.

Specifically, you requested that Statement No. 13c be modified to  
allow a maximum 11 foot building window bay projection over the  
Chicago Avenue sidewalk beginning a minimum of 36' 2" above the  
sidewalk. Statement No. 13c states that "...horizontal projections (such  
as balconies, loggias or terraces) shall be permitted within required  
building setbacks..."

The Department reviewed this request and determined that the  
proposed window bay projection over the Chicago Avenue sidewalk  
would not block vistas of the lakefront since the bay would not begin  
less than 36' 2" above the sidewalk. With this revision, the department  
acknowledges that the space within the window bay projection may be  
used for medical facilities and patient rooms as well as common lobby  
space.

Accordingly, pursuant to the authority granted by the Chicago  
Zoning Ordinance, I hereby approve the requested minor change to  
allow this specific bay window as a permitted horizontal projection, but  
no other changes to this Planned Development.

Very truly yours,

  
Denise M. Casalino, P.E.   
Commissioner

cc: Jack Swenson, Philip Levin, Michael Marmo, Edward Kus, Terri Texley





City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

Alicia Mazur Berg  
Commissioner

121 North LaSalle Street  
Chicago, Illinois 60602  
(312) 744-4190  
(312) 744-2271 (FAX)

<http://www.cityofchicago.org>

February 27, 2004

Mr. Scott E. Saef  
Sidley Austin Brown & Wood  
Bank One Plaza  
10 South Dearborn Street  
Chicago, IL 60603

RE: Request for a minor change to Institutional Planned  
Development No. 3, As Amended (Northwestern University-  
New Prentice Women's Hospital)

Dear Mr. Saef:

This is a revision to a minor change to Institutional Planned  
Development No. 3, as amended, dated January 20, 2004.

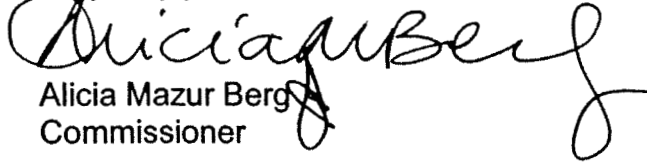
Specifically, you requested that Statement No.13c be modified to  
allow a maximum 11 foot building window bay projection over the  
Chicago Avenue sidewalk beginning a minimum of 38'2" above the  
sidewalk. Statement No. 13c states that "...horizontal projections  
(such as balconies, loggias or terraces) shall be permitted within  
required building setbacks..."

The Department reviewed this request and determined that the  
proposed window bay projection over the Chicago Avenue sidewalk  
would not block vistas of the lakefront since the bay would not begin  
less than 38' 2" above the sidewalk. With this revision, the department  
acknowledges that the space within the window bay projection may  
be used for medical facilities and patient rooms as well as common  
lobby space.



Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approve the requested minor change to allow this specific bay window as a permitted horizontal projection, but no other changes to this Planned Development.

Very truly yours,

  
Alicia Mazur Berg  
Commissioner

CC:

Jack Swenson , Philip Levin, Michael Marmo, Ed Kus, Terri Texley



City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

Alicia Mazur Berg  
Commissioner

121 North LaSalle Street  
Chicago, Illinois 60602  
(312) 744-4190  
(312) 744-2271 (FAX)

<http://www.cityofchicago.org>

January 20, 2004

Mr. Scott E. Saef  
Sidley Austin Brown & Wood  
Bank One Plaza  
10 South Dearborn Street  
Chicago, Illinois 60603

**Re:** Site Plan Review for Institutional Planned Development  
No. 3 (Northwestern University-New Prentice Women's  
Hospital)

Dear Mr. Saef:

The Department of Planning and Development has reviewed the Site Plan, Landscape Plan, and Building Elevations submitted by you on behalf of your client, Prentice Women's Hospital, for the construction of an 18-story hospital building on Subarea C of the Planned Development. In accordance with Statement No.15 of the Planned Development, these drawings and other supporting materials have been submitted for Site Plan Review.

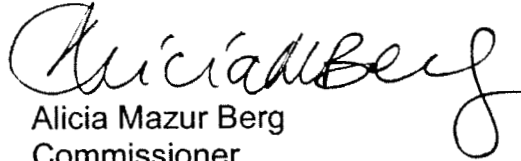
Upon review of the materials submitted, the Department has determined that these plans are consistent with and satisfy the requirements of the Plan of Development. These plans depict a reduced size window bay projection over the Chicago Avenue right-of-way (maximum of 11 feet beginning a minimum of 38'2" above the Chicago Avenue sidewalk). Please be advised that separate approvals will be required for this protrusion over the property line. In addition, you submitted plans for a minimum of 8,920 square feet of green roof area to be installed and maintained on the western portion of the Level 12 roof, 5,000 square feet of green roof area on top of the building and have committed to provide an Energy Star rated roof.

Accordingly, this Site Plan submittal for Institutional Planned Development No. 3 for the construction of a hospital building on Subarea C, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council



on March 28, 2001. The Site Plan and Building Elevations, dated October 23, 2003 and the Green Roof Plans dated January 13, 2004, are hereby made a part of this approval.

Very truly yours,

A handwritten signature in black ink, appearing to read "Alicia Mazur Berg". The signature is fluid and cursive, with a large initial "A" and a long, sweeping tail on the "g".

Alicia Mazur Berg  
Commissioner

cc: Ed Kus, Jack Swenson, Philip Levin, Michael Marmo, Terri Textley, Michael Berkshire



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January 20, 2004

Mr. Scott E. Saef  
Sidley Austin Brown & Wood  
Bank One Plaza  
10 South Dearborn Street  
Chicago, IL 60603

RE: Request for a minor change to Institutional Planned  
Development No. 3, As Amended (Northwestern University-  
New Prentice Women's Hospital)

Dear Mr. Saef:

Please be advised that your request for a minor change to Institutional Planned Development No. 3, as amended, on behalf of Northwestern University, has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of Chicago Zoning Ordinance and Statement No. 14 of the Planned Development.

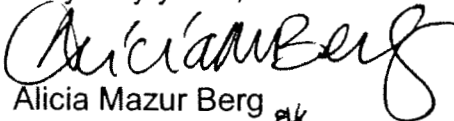
Specifically, you requested that Statement No.13c be modified to allow a maximum 11 foot building window bay projection over the Chicago Avenue sidewalk beginning a minimum of 38'2" above the sidewalk. Statement No. 13c states that "...horizontal projections (such as balconies, loggias or terraces) shall be permitted within required building setbacks..."

The Department has reviewed this request and has determined that the proposed window bay projection over the Chicago Avenue sidewalk would not block vistas of the lakefront since the bay would not begin less than 38' 2" above the sidewalk. The plans also depict the space within the bay windows to be used as common lobby space and not for hospital rooms.



Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approve the requested minor change to allow this specific bay window as a permitted horizontal projection, but no other changes to this Planned Development.

Very truly yours,

  
Alicia Mazur Berg <sup>ajk</sup>  
Commissioner

cc:

Jack Swenson , Philip Levin, Michael Marmo, Ed Kus, Terri Texley



City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

Alicia Mazur Berg  
Commissioner

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<http://www.cityofchicago.org>

March 24, 2003

Mr. Theodore J. Novak  
Piper Rudnick  
203 North LaSalle Street  
Suite 1800  
Chicago, IL 60601-1293

RE: Request for a minor change to Institutional Planned  
Development No. 3 (Northwestern University/Erie-Ontario  
Parking Garage)

Dear Mr Novak :

Please be advised that your request for a minor change to Institutional Planned Development No. 3 on behalf of Northwestern University has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of Chicago Zoning Ordinance and Statement No. 14 of the Planned Development.

Specifically, you requested an increase in the total number of parking spaces in the Erie-Ontario garage from 728 spaces to 1018 spaces. This would be accomplished by restriping spaces to accommodate a maximum of 45% of the spaces for compact size cars, providing that any vehicles parked in those spaces do not interfere with vehicular movements in the aisles. In addition, you have provided a revised Landscape Plan dated February 11, 2003, which includes additional landscaped areas on the top level of both the existing and the new garage.

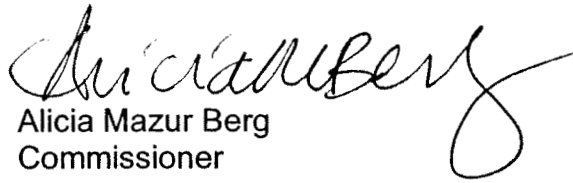
To accommodate additional traffic in the area associated with this garage facility, Northwestern has agreed to fund, in full, the cost of installing two new traffic signals at the intersections of Fairbanks Court and Huron and Superior Streets. Concurrent with this approval, a check for \$25,000 ((\$12,500 per signal for CDOT Bureau of Traffic initial work and DSS Bureau of Electricity design work) should be made payable to the City Comptroller and sent to Brian Murphy,



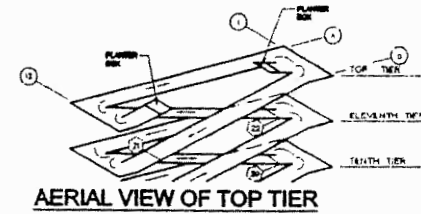
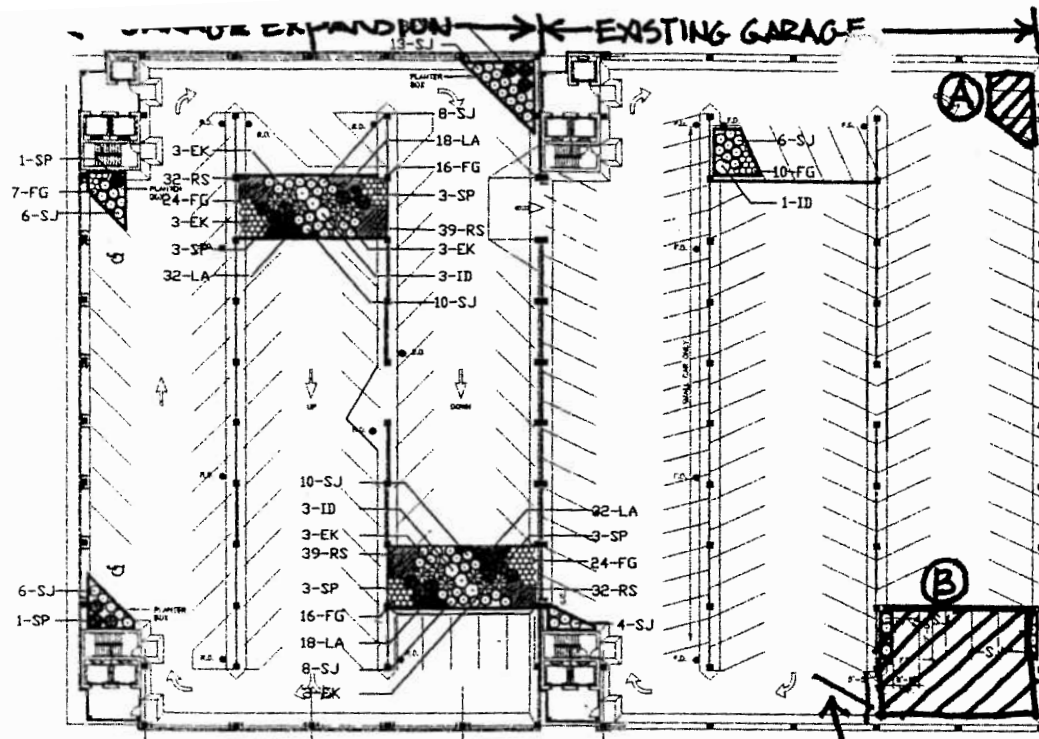
Deputy Commissioner, Bureau of Electricity, 2451 South Ashland Avenue, Chicago, Illinois, 60608. The remainder of the required funds for the full cost of the two signals shall be provided concurrent with the granting of Part II approval for the garage addition.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approve the requested minor change, but no other changes to this planned development.

Very truly yours,

  
Alicia Mazur Berg  
Commissioner

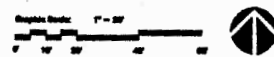
CC: Jack Swenson, Philip Levin, Michael Marmo, Ed Kus, Terri Texley



ADDITIONAL AREAS TO BE LANDSCAPED ON EXISTING ERIE-ONTARIO GARAGE TOP TIER

REPLACEMENT PARKING SPACE. FIVE ADDITIONAL REPLACEMENT SPACES TO BE DEVELOPED THROUGH RESTRIPING OF EXISTING SPACES.

## ROOF TOP PLANTING PLAN



## PLANTING LEGEND

### SHRUBS

KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	COMMENTS
SP	<i>Caragana arvensis</i>	Siberian Peashrub	6'-0" Ht.	5'-0" D.C., Per Details, B & B
EK	<i>Euonymus katuschovicus</i>	Manhattan Euonymus	4'-0" Ht.	4'-0" D.C., Per Details, B & B
ID	<i>Ilex decidua</i>	Possunhaw Holly	5 Gal.	4'-0" D.C., Per Details, B & B
SJ	<i>Juniperus chinensis</i> x 'sargentii'	Sargents Juniper	5 gal.	3'-0" D.C., Per Details, B & B

### PERENNIALS

KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	SPACING	COMMENTS
LA	<i>Lavandula angustifolia</i>	Lavender	1 Gal.	24" D.C.	Per Details, Container S1
FG	<i>Pennisetum alopecuroides</i>	Chinese Fountain Grass	1 Gal.	24" D.C.	Per Details, Container S1
RS	<i>Perovskia 'Blue Spire'</i>	Russian Sage	1 Gal.	18" D.C.	Per Details, Container S1

**Spaid Associates**  
Landscape Architects  
7722 Big Bend Blvd  
St. Louis, Missouri 63119  
Phone: (314) 644-5700

Option #2

**ROSS BARNEY + JANKOWSKI**  
ARCHITECTS

ARCHITECTS & INTERIORS INC.  
1000 North Dearborn Street  
Chicago, Illinois 60610  
Phone: (312) 329-1100

ERIE STREET PARKING STRUCTURE  
NORTHWESTERN UNIVERSITY  
CHICAGO, ILLINOIS

PRELIMINARY 11 FEBRUAR

**WALK**  
PARKING COOP  
806 Davis Ave  
Evanston, IL 60201  
847.867.3893  
847.867.7439

February 11, 2001



City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

Alicia Mazur Berg  
Commissioner

121 North LaSalle Street  
Chicago, Illinois 60602  
(312) 744-4190  
(312) 744-2271 (FAX)

<http://www.cityofchicago.org>

December 20, 2001

Mr. Scott Saef  
Sidley Austin Brown and Wood  
Bank One Plaza  
10 South Dearborn Street  
Chicago, IL 60603

RE: Request for a minor change to Institutional Planned  
Development No. 3, As Amended (Northwestern University)

Dear Mr. Saef:

Please be advised that your request for a minor change to Institutional Planned Development No. 3, as amended, on behalf of Northwestern University, has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of Chicago Zoning Ordinance and Statement No. 14 of the Planned Development.

Specifically, you requested that Statement No.12(e), which requires that demolition of the two-level skybridge over Superior Street commence no later the December 31, 2001, be modified to extend the date to July 31, 2002. This six-month extension in the deadline date is being requested due to the delay in the demolition of the Wesley Pavilion. It is now anticipated that demolition of the Wesley Pavilion would commence in Spring, 2002.

The Department understands that the delay was the result of Northwestern Memorial Hospital which pursued the possibility of a hospital project on the property currently occupied by the Veteran's Administration-Chicago Lakeside Hospital. You further indicated that this new hospital project will be pursued on the Wesley site, as originally planned.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approve the requested minor change to extend the deadline for the demolition of the two-level skybridge to July 31,

NEIGHBORHOODS



2002, but no other changes to this Planned Development.

Very truly yours,

  
Alicia Mazur Berg  
Commissioner

CC:

Jack Swenson , Philip Levin, Michael Marmo, Ed Kus

A-4674

*Reclassification Of Area Shown On Map Number 1-E.*

(As Amended)

(Application Number A-4674)

*Be It Ordained by the City Council of the City of Chicago: IPD 3, AS Ame.*

SECTION 1. That the Chicago Zoning Ordinance be amended by classifying as Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2000), instead of Institutional Planned Development Number 3, as amended (1962, 1975, 1993), in the area bounded by:

East Chicago Avenue; North Lake Shore Drive; East Huron Street; North Fairbanks Court; East Erie Street; a line 328 feet east of North Fairbanks Court; East Ontario Street; North Fairbanks Court; a line 109 feet north of East Ontario Street; a line 128 feet east of North Fairbanks Court; East Erie Street; North St. Clair Street; East Superior Street; a line 416 feet west of North Fairbanks Court; the alley next north of and parallel to East Superior Street; and a line 466 feet west of North Fairbanks Court (Map 1-E),

and to classify as Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2000), instead of a C3-6 Commercial-Manufacturing District, the area bounded by:

East Chicago Avenue; North Lake Shore Drive; East Huron Street; North Fairbanks Court; East Erie Street; a line 328 feet east of North Fairbanks Court; East Ontario Street; North Fairbanks Court; East Erie Street; North St. Clair Street; East Superior Street; a line 416 feet west of North Fairbanks Court; the alley next north of and parallel to East Superior Street; and a line 466 feet west of North Fairbanks Court (Map 1-E),

which is hereby established in the area described above, subject to such use and bulk regulations as are set forth in the Plan of Development herewith attached and made a part hereof and to no others.

SECTION 2. This ordinance shall be in force and effect from and after its passage.

Exhibits "A", "B" and "C" and Plan of Development Statements attached to this ordinance read as follows:

*Exhibit "A".**Ownership Description.*

All of the land within the boundaries of Institutional Planned Development Number 3, as amended, is owned or, for zoning purposes, controlled by Northwestern University.

*Exhibit "B".*

Addresses of property located in Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2000), in which Northwestern University has interest:

237 East Chicago Avenue	200 -- 236 East Erie Street
329 East Chicago Avenue	258 East Erie Street
339 East Chicago Avenue	301 -- 331 East Erie Street
357 East Chicago Avenue	
375 East Chicago Avenue	710 North Fairbanks Court
	707 North Fairbanks Court
250 East Superior Street	747 North Fairbanks Court
300 -- 316 East Superior Street	629 -- 649 North Fairbanks Court
310 East Superior Street	
320 East Superior Street	710 North Lake Shore Drive
342 East Superior Street	750 North Lake Shore Drive
350 East Superior Street	
259 East Superior Street	300 -- 330 East Ontario Street

233 East Superior Street  
303 East Superior Street  
333 East Superior Street  
345 East Superior Street  
370 East Superior Street  
401 -- 433 East Superior Street  
200 -- 218 East Huron Street  
237 East Huron Street  
260 East Huron Street  
310 East Huron Street  
336 East Huron Street  
344 East Huron Street  
410 East Huron Street

*Exhibit "C".*

Existing Boundaries Of Property.

East Chicago Avenue; North Lake Shore Drive; East Huron Street; North Fairbanks Court; East Erie Street; a line 328 feet east of North Fairbanks Court; East Ontario Street; North Fairbanks Court; a line 109 feet north of East Ontario Street; a line 128 feet east of North Fairbanks Court; East Erie Street; North St. Clair Street; East Superior Street; a line 416 feet west of North Fairbanks Court; the alley next north of and parallel to East Superior Street; and a line 466 feet west of North Fairbanks Court.

Proposed Boundaries Of Property.

East Chicago Avenue; North Lake Shore Drive; East Huron Street; North Fairbanks Court; East Erie Street; a line 328 feet east of North Fairbanks Court; East Ontario Street; North Fairbanks Court; East Erie Street; North St. Clair Street; East Superior Street; a line 416 feet west of North Fairbanks Court; the alley next north of and parallel to East Superior Street; and a line 466 feet west of North Fairbanks Court.

*Institutional Planned Development Number 3,  
As Amended (1962, 1975, 1993, 2001)*

*Plan Of Development Statements.*

1. The area delineated herein as Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), consists of approximately nine hundred thirty-one thousand three hundred thirty-one (931,331) square feet (twenty-one and thirty-eight hundredths (21.38) acres) of property which is depicted on the attached Planned Development Boundary and Property Line Map (the "Property"). Title to the Property is owned by Northwestern University (herein referred to as "N.U." or the "Applicant") or by Northwestern Memorial Hospital or its affiliates (hereinafter referred to as "N.M.H.") and, for the purposes of Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), controlled, for zoning purposes, by N.U.. All required disclosures are contained within the Economic Disclosure statements filed with the City of Chicago in accordance with the applicable requirements.
2. All applicable official reviews, approvals or permits are required to be obtained by the Applicant.
3. The requirements, obligations and conditions contained within Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), shall be binding upon the Applicant, its successors and assigns, and, if different than the Applicant, the legal title holders and any ground lessors. All rights granted hereunder to the Applicant shall inure to the benefit of the Applicant's successors and assigns and, if different than the Applicant, the legal title holder and any ground lessors. Furthermore, pursuant to the requirements of Section 11.11-1 of the Chicago Zoning Ordinance, the Property, at the time applications for amendments, modifications or changes (administrative, legislative or

otherwise) to this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), are made, shall be under single ownership or under single designated control. Single designated control for purposes of this paragraph shall mean that any application to the City for any amendment to this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), or any other modification or change thereto (administrative, legislative or otherwise) shall be made or authorized by N.U.. However, nothing herein shall prohibit or in any way restrict the alienation, sale or any other transfer of all or any portion of the Property or any rights, interests or obligations therein.

4. The Property within the Institutional Planned Development Number 3 boundaries, as amended (1962, 1975, 1993, 2001) is divided into six (6) subareas as depicted on the Planned Development Boundary and Property Line Map.
5. This plan of development consists of seventeen (17) statements; an Existing Land-Use Area Map; a Planned Development Boundary and Property Line Map; an Existing Zoning and Street System Map; a Generalized Land-Use Plan; a Pedestrian Overpass Plan; a Bulk Regulation Data Sheet; and the following Erie Street Parking Structure plans prepared by Walker Parking Consultants and Ross Barney + Jankowski dated March 15, 2001: Site Plan, Street Level Planting Plan, South Elevation, West Elevation, North Elevation, Perspective, Top Tier Plan, Roof Top Planting Plan, New Parking Structure Typical Planter Box Planting Plan and Existing Parking Structure Typical Planter Box Planting Plan. The following exhibits and documents are also incorporated into the plan of development by reference: (1) a Superior Garage Site Plan; an Erie/Fairbanks Garage Site Plan; a Superior Garage Landscape Plan; an Erie/Fairbanks Garage Landscape Plan; North, South and West Elevations of the Huron-St. Clair Parking Facility (the "Superior Garage"); north, South and West Elevations of the Erie-Ontario Parking Facility (the "Erie-Ontario parking structure") and a Traffic Management Plan, all approved as part of the 1993 amendment of the planned development and published in the June 23, 1993 Chicago City Council *Journal of Proceedings* on pages 34589 through 34641; and (2) Subarea E Inpatient Hospital and Medical Office Building plans for which Interim Stage Part II approval was granted by the Department of Planning and Development on June 14, 1995. These and no other zoning controls shall apply to the Property. This Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001) conforms to the intent and purpose of the Chicago Zoning Ordinance, Title 17 of the Municipal Code of Chicago, and all requirements thereof, and satisfies the established criteria for approval as a planned development.

6. The following uses shall be permitted on the Property subject to the restriction in Statement 12 and in the Use and Bulk Regulations Data Sheet:

Subarea A: Education, Residential, Research, and Medical, Dental and Legal Offices.

Subarea B: Education, Hospital, Institutional, Residential, Research, Medical and Dental Uses.

Subarea C: Education, Hospital, Residential, Professional Offices, Research, Medical and Dental Uses.

Subarea D: Educational, Hospital, Research, Medical, Dental, Accessory Parking and Non-Accessory Parking Uses.

Subarea E: Education, Professional Offices, Research, Medical, Accessory Parking Uses.

Subareas F: Accessory Parking, Non-Accessory Parking, Public Transit, Commercial and Institutional Uses.

Residential shall be defined as temporary housing for students and visiting faculty, guest rooms for patients and visitors, outpatient care facilities and other residential uses connected to the primary mission of Northwestern Hospital and Northwestern University. All other residential uses will require an amendment to this planned development.

Day care centers (adult and child) shall be permitted in all subareas, as shall accessory uses.

7. Business identification and other necessary signs shall be permitted within this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001) subject to the review and approval of the Department of Planning and Development. Temporary signs such as construction and marketing signs shall be permitted.
8. Any dedication or vacation of streets, alleys or easements in the public way or any adjustment of rights-of-way shall require a separate submittal on behalf of the Applicant and approval by the City Council.
9. Any service drive or other ingress or egress shall be adequately designed and paved in accordance with the regulations of the Department of Transportation in effect at the time of construction and in compliance with the Municipal Code of the City of Chicago, to provide ingress and egress

for motor vehicles, including emergency vehicles. The plan for vehicular ingress and egress shall be subject to the review and approval of the Chicago Department of Transportation and the Department of Planning and Development.

10. In addition to the maximum height of any proposed buildings or any appurtenance thereto prescribed in this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), the height of any improvements shall also be subject to height limitations approved by the Federal Aviation Administration.
11. For purposes of maximum floor area ratio (F.A.R.) calculations, the definitions in the Chicago Zoning Ordinance shall apply; provided, however, that in addition to the other exclusions from floor area for purposes of determining F.A.R. permitted by the Chicago Zoning Ordinance, all floor area devoted to mechanical equipment in excess of five thousand (5,000) square feet in a single location, regardless of placement in the building, shall be excluded.
12. The improvements on the Property, including the on-site exterior landscaping, the landscaping along the adjacent rights-of-way and all entrances and exits to and from the parking and loading areas, shall be designed, constructed and maintained in substantial conformance with the Plans, Maps, Site Plans and exhibits described in Statement 5. In addition, the improvements on the Property shall be subject to the following specific regulations:
  - (a) Landscaping And Lighting: Any parkway trees shall be installed and maintained in general accordance with the Site Plans and Elevations attached hereto, and the parkway tree planting provisions of the Chicago Landscape Ordinance and corresponding guidelines and regulations. A landscaped pedestrian connection shall be provided adjacent to Subarea D parking garage in the locations depicted on the Landscape Plan for this garage approved as part of the 1993 planned development amendment. Such pedestrian connection shall be graded, planted (with grass and trees or ornamental plantings) and lit. Planter boxes shall be installed as indicated on the Building Elevations of the Erie-Ontario parking structure and maintained during growing season. Planter boxes shall not be required to be installed on the existing portion of the Erie-Ontario parking structure until construction of the addition to the Erie-Ontario parking structure contemplated by this planned development amendment has been completed.

(b) Loading: Off-street loading shall be provided in accordance with Statement 12(f) and with the Site Plans attached hereto or approved as part of the 1993 Planned Development amendment.

(c) Parking: Parking spaces required under this planned development may be designed to accommodate compact cars. Notwithstanding anything to the contrary in the Chicago Zoning Ordinance, such compact car parking spaces may be less than eight (8) feet wide, but no less than seven and one-half (7½) feet wide. Up to seventy-five (75) neighborhood residential parkers will be accommodated in the Subarea F garage at market rates on a monthly basis. A minimum of two percent (2%) of spaces shall be designed and designated for use by persons with disabilities.

(d) Circulation: Parking space layout, loading access, private roadway vehicular circulation routes, private pedestrian circulation routes, parking structure operational design and the location and design of curb cuts at public streets shall be designed and constructed in substantial accordance with the Site Plans attached hereto or approved as part of the 1993 planned development amendment. A private north-south, mid-block pedestrian connection shall be provided as depicted on the Superior Garage Landscape Plan approved as part of the 1993 Planned Development amendment.

(e) Skybridges And Tunnels: Any skybridge or tunnel affecting the public way shall be designed and constructed in substantial conformity with the Site Plans approved as part of this planned development amendment, including the Pedestrian Overpass Plan and Generalized Land-Use Plan. Removal of the existing double-decked skybridge over Superior Street shall commence during the demolition of the existing Wesley Hospital building within Subarea C and shall be diligently pursued to completion thereafter. Removal of the existing upper level of the skybridge over Fairbanks Court shall commence during the demolition of the existing Passavant Hospital building within Subarea B and shall be diligently pursued to completion thereafter. Notwithstanding anything to the contrary in the prior sentence, removal of the third (3<sup>rd</sup>) and sixth (6<sup>th</sup>) level skybridges over Superior Street and removal of the sixth (6<sup>th</sup>) level skybridge over Fairbanks Court shall commence no later than December 31, 2001. As is indicated on the Pedestrian Overpass Plan and Generalized Land-Use Plan, the Applicant shall be permitted to relocate and rebuild the existing third (3<sup>rd</sup>) level skybridge which extends over Fairbanks Court from Subarea D to Subarea B.

(f) Traffic Management: The Applicant shall be responsible for implementing certain operational controls over parking and traffic activity expected to occur adjacent to the St. Clair street truck dock entrance to the Superior Garage. These operational controls are set forth in the "Traffic Management Plan" ("T.M.P.") attached to the 1993 planned development amendment that has become effective. The T.M.P. shall be deemed an integral part of this planned development. The Applicant's compliance with the T.M.P. shall be a requirement of this planned development ordinance, as amended.

In order to assure the T.M.P.s effectiveness, the Department of Transportation may request that the Applicant submit to the Commissioner of the Department of Transportation (with a copy to the Commissioner of Planning and Development) a report assessing the effectiveness of the various provisions of the T.M.P. and any recommended modifications thereto. Additionally, the Applicant, or its designated representative, shall cooperate with the City and with applicable transit agencies in the on-going review and updating of the T.M.P.. The Applicant specifically agrees to review and update the T.M.P. no later than December 31, 2001.

In the event the Department of Transportation determines that the measures taken as part of the Traffic Management Plan do not prove effective, and, in particular, blockage of any traffic on St. Clair Street results from the loading dock operation, the Chicago Department of Transportation may request additional traffic management or control measures as needed to mitigate or eliminate traffic interference. In conjunction with the Applicant's year 2001 review and updating of the T.M.P. referred to in the prior paragraph or otherwise, the Applicant shall be responsible for making any modifications to the T.M.P. and for implementing any additional traffic management or control measures reasonably required by the Department of Transportation and Department of Planning and Development. Modifications to the T.M.P. may be made at any time with the approval of the Commissioner of the Department of Transportation and the Commissioner of the Department of planning and development and shall automatically become part of this plan of development. Such modifications and approvals shall be kept on file with the Department of Transportation and the Department of Planning and Development.

(g) Traffic Study: The Applicant shall submit to the Commissioner of the Department of Transportation (with a copy to the Commissioner of Planning and Development) a study ("Traffic Study") documenting traffic flows associated with the parking structures located within the boundaries of the planned development and the impact of such flows on the levels of service of roadways and intersections adjacent to or in close

proximity to boundaries of the planned development. The roadways and intersections to be addressed in the report shall be selected by the Applicant in consultation with the Department of Transportation. A Traffic Study (which may take the form of an amendment to or updating of any previously submitted traffic study) must be submitted in accordance with this subparagraph no later than six (6) months after a Certificate of Occupancy is issued by the City of Chicago for the first (1<sup>st</sup>) phase of the Lurie Research Center.

(h) Modal Split/Transit Outreach Report: No later than twelve (12) months after the issuance of a Certificate of Occupancy for the addition to the Erie-Ontario parking structure contemplated by this 2001 planned development amendment, the Applicant shall submit to the Commissioner of Planning and Development a report describing the means of transportation used by patrons to reach the Applicant's facilities within the planned development and, specifically, what percentage of patrons (identified by patron type -- e.g., students, professional employees, staff visitors -- and transportation means -- e.g., public transit, private shuttles, taxicabs, et cetera) reach such facilities by means other than private, single-occupied passenger vehicles. Such report shall also identify efforts undertaken by the Applicant, including, but not limited to, promoting of the availability of campus shuttles and trolleys to employees and visitors, incentives offered to employees for public transit usage and outreach efforts -- including informational postings -- to encourage such patrons to reach the Applicant's facilities by means other than private, single-occupied passenger vehicles. Such report shall be updated by the Applicant every three (3) years, and may be conducted using generally accepted statistical sampling techniques. The Applicant shall use its good faith efforts to require that owners of property within the planned development other than Applicant participate with the Applicant in the production of the report described herein.

(i) Fairbanks Court Elevation Of Erie-Ontario Parking Structure: It is hereby acknowledged that the Applicant has proposed the construction of an addition to the Erie-Ontario parking structure which is to be naturally ventilated and that there shall be no requirement in this planned development that would require the Applicant to provide ventilation other than that naturally occurring. The Applicant has agreed to fully glaze the openings in the Fairbanks Court (West) Elevation of the parking structure addition. Should the proposal for full glazing of such West Elevation fail to meet the requirements of the City of Chicago for continued natural ventilation of the parking structure addition, the Applicant shall be permitted to substitute for a portion (or all of) the glazing grills, open air screening panels or other architectural elements to avoid mechanical ventilation requirements. The amount of

glazing to be eliminated under such circumstances shall be the minimum necessary to provide for continued natural ventilation of the parking structure. Prior to making such substitution, the Applicant shall submit a proposed revised West Elevation to the Department of Planning and Development for its review and approval, such approval not to be unreasonably withheld.

13. Future improvements within this planned development to which Statement 15 applies shall be designed, constructed and maintained in general conformance with the design standards set forth as follows:
  - (a) Building Character and Scale Buildings will be designed so that they are compatible with the existing Northwestern campus buildings. Scale, massing, articulation, setbacks, materials, color, texture, lighting, fenestration and other architectural devices will be used to avoid a monotonous and blank appearance. Each building's mass will be designed in such a way as to distinguish its uses and constituents. Exterior walls visible from any public way shall be designed and constructed to avoid a monotonous and blank appearance through the use of texture and detail on windows, openings, projections, recesses, offsets or other architectural devices. Special attention shall be given to achieve an interesting building design at the pedestrian level through landscape elements, articulation of surface forms and texture, expression of the structural rhythm and architectural detail. Further, to the extent active uses within the building are located toward the periphery, where appropriate, windows and entrances are encouraged at grade level along the public way. Further, established circulation and public space patterns at street level shall be respected and architectural datums such as cornices, fenestration and setbacks that are present in the immediate vicinity shall be recognized in the design of the building.
  - (b) Roof Tops. Each building crown shall be distinctive and designed to integrate fully and screen all mechanical systems customarily placed on rooftops within an architectural enclosure. Mechanical equipment will be concealed or integrated into the architectural design.
  - (c) Horizontal Projections. Horizontal projections (such as balconies, loggias or terraces) shall be permitted within required building setbacks. Canopies, awnings, cornices and similar projections shall be allowed provided they do not in any way obstruct the public way.

- (d) Skybridges And Tunnels. Skybridges shall be designed to be as transparent and unobtrusive as possible and shall be compatible with the architectural style, color and materials of the existing Northwestern campus.
- (e) Lighting. Base level lighting shall address a variety of functions. More intense, but directed lighting shall be provided at public entries, drop-offs, pedestrian ways, et cetera, for clarity and security purposes. Base-level facade and landscape lighting will be softer in nature. The use of lighting to highlight architectural features is encouraged; however, lighting shall not beam directly into windows of other buildings.
- (f) Paving. Decorative paving patterns and materials are encouraged. However, paving materials shall be compatible with existing paving materials within the Northwestern campus. All paving design shall comply with requirements for disabled accessibility.
- (g) Street Furniture. Light standards, sidewalks, curbing and flagpoles proposed within public spaces shall be compatible with the Northwestern campus standard.
- (h) Circulation. Buildings and uses shall be provided with vehicular and pedestrian access to a public roadway. Private roadway vehicular circulation and private pedestrian circulation routes, if any, and the location and design of any curbcuts at public streets shall be designed and constructed to promote a safe, efficient, appropriate and beneficial design.
- (i) Private Roadways. A private roadway shall mean any private drive or way located on private property which is designed and intended for use as vehicular access to uses located therein. Private roadways shall be designed and paved in compliance with the Municipal Code of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. Fire lanes, if required within the private roadways, shall be designed and paved to provide access and egress for emergency vehicles. No parking except for loading and unloading of pedestrians shall be permitted within such fire lanes. All private roadways shall be reasonably accessible to private pedestrian use but need not be made available to the general public. Any private roadways shall be designed and configured to provide direct and coherent pathways to public streets.

- (j) Curb Cuts. Private roadways, driveways, entrances to off-street parking and to loading docks, and all other facilities requiring curb cuts shall be located to minimize conflicts with on-street traffic and with pedestrian circulation. All such curb cuts shall be constructed in accordance with the standards of the City of Chicago. No curb cut shall be located within ten (10) feet of any other curb cut. No automobile entrances shall be permitted on St. Clair Street.
14. The terms, conditions and exhibits of this plan of development may be modified, administratively, by the Commissioner of the Department of Planning upon the request of the applicant and after a determination by the Commissioner of the Department of Planning that such modification is minor, appropriate and consistent with the nature of the improvements contemplated by this Planned Development Number 3, as amended (1962, 1975, 1993, 2001) and will not result in increasing the maximum floor area ratio for the total Property established by this planned development. Any such modification by the Commissioner of the Department of Planning shall be deemed to be a minor change in Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001) as contemplated by Section 11.11-3(c) of the Chicago Zoning Ordinance. Notwithstanding the provisions of subclauses (4) and (5) of Section 11.11-3(c) of the Chicago Zoning Ordinance, such minor changes may include a reduction in the minimum required distance between structures, a reduction in periphery setbacks or an increase in the maximum percent of land covered.
15. Prior to issuance by the Department of Planning and Development of a determination pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance ("Part II approval") for any future development within this planned development, except as described in the following paragraph and except for alterations to existing buildings which do not increase their height or alter their footprints, a site plan for the proposed development shall be submitted to the Commissioner for approval. Site Plan approval is intended to assure that specific development proposals conform with this institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001) and to assist the City in monitoring ongoing development. Such site plan need only include the area proposed for development or redevelopment, and immediately adjacent public rights-of-way, for which approval is being sought by the Applicant. Except as described herein, no Part II approval shall be granted until an applicable site plan has been approved.

The provisions of this Statement 15 shall not apply to: (i) any structures for which building permits have been issued as of the date of passage of

the 2001 amendment of this planned development, and (ii) the development or redevelopment of any unbuilt structure for which an application for Part II approval has been submitted, including a site plan for all phases of a multi-phased project, and which is still pending, or for which a building permit has not yet been issued, as of the date of passage of the 2001 amendment of the planned development. In the case of a Part II submittal that is pending which seeks a building permit for the first of a multi-phased project, an exclusion from the requirements of this Statement 15 shall apply to all phases of such project, so long as a site plan for all phases of the project accompanies the Part II submittal for the first phase. Upon the issuance of a building permit for any project for which a Part II submittal has been made, the site plan included within such approved Part II submittal shall be deemed to be an integral part of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001).

If a site plan substantially conforms with the provisions of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), the Commissioner shall issue written approval thereof to the Applicant within thirty (30) days of submission of the completed application. If the Commissioner determines within said thirty (30) day period that the site plan does not substantially conform with the provisions of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), the Commissioner shall, within fourteen (14) days from the expiration of said thirty (30) day period, advise the Applicant, in writing, regarding the specific reasons for such adverse determination and the specific areas in which the site plan does not conform to the provisions of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001). The Commissioner shall thereafter review any resubmission and make a final written determination, in writing, to the Applicant for such site plan within fourteen (14) days of receipt of the resubmission. Following approval of a site plan by the Commissioner, the site plan shall be kept on permanent file with the Commissioner and shall be deemed to be an integral part of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001).

After approval of a site plan by the Commissioner, the approved site plan may be changed or modified pursuant to the provisions of Statement Number 14 hereof. In the event of any inconsistency between an approved site plan and the terms of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001) in effect at the time of approval of such site plan or of the modifications thereto, the terms of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001) shall govern.

A site plan shall, at a minimum, provide the following information:

- (a) boundaries of the development parcel or parcels;
- (b) building footprint;
- (c) dimensions of all setbacks;
- (d) location and depiction of all parking spaces (including relevant dimensions);
- (e) location and depiction of all loading berths (including relevant dimensions);
- (f) all drives, roadways, and vehicular routes;
- (g) all landscaping (including species and size);
- (h) all pedestrian circulation routes and points of ingress/egress (including sidewalks);
- (i) site statistics applicable to the development parcel or parcels including:
  - (1) floor area and floor area ratio as represented on submitted drawings;
  - (2) number of parking spaces provided;
  - (3) number of loading berths provided; and
  - (4) uses or development of parcels.
- (j) parameters of the building envelope including:
  - (1) maximum building height; and
  - (2) setbacks and vertical setbacks, required and provided.

A site plan shall include such other information as may be necessary to illustrate conformance with this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), including, without limitation, building elevations.

16. The Applicant acknowledges that it is in the public interest to design, construct and maintain all buildings in a manner which promotes and maximizes the conservation of energy resources. The Applicant shall use reasonable efforts to design, construct and maintain all newly constructed buildings located within this planned development in an energy efficient manner, generally consistent with the most current energy efficiency standards published by the American Society of Heating, Refrigeration and Air-Conditioning Engineers ("A.S.H.R.A.E.") and the Illuminating Engineering Society ("I.E.S.").
17. Unless substantial construction of the proposed addition to the existing parking structure contemplated within Subarea F of this planned development amendment has commenced within six (6) years following adoption of this planned development amendment, and is diligently pursued, then this 2001 planned development amendment shall expire as to the uncompleted portion; provided, however, that if the City Council amends the Chicago Zoning Ordinance to provide for a shorter expiration period which is applicable to all planned developments, then this 2001 planned development amendment shall expire upon the expiration of such shorter time period as provided by any such amendatory ordinance (the first (1<sup>st</sup>) day of which as applied to this planned development shall be the effective date of the amendatory Ordinance). If this 2001 planned development amendment expires under the provision of this section, then the zoning of the portion of the Property located within Subarea F which was added to Planned Development Number 3 as a result of this 2001 amendment shall automatically revert to C3-6, while the remaining portion of Planned Development Number 3 shall revert to the 1993 planned development amendment.

[Existing Land-Use Area Map; Planned Development Boundary and Property Line Map; Existing Zoning and Street System Map; Generalized Land-Use Plan; and Pedestrian Overpass Plan referred to in these Plan of Development Statements printed on pages 71619 through 71623 of this Journal.]

Bulk Regulations and Data Table referred to in these Plan of Development Statements reads as follows:

## Bulk Regulation Data Sheet

**BULK REGULATION DATA SHEET**

<u>Sub-area</u>	<u>Net area</u>	<u>Max F.A.R.</u>	<u>Max. % Land Cov.</u>	<u>Min. periphery setbacks</u>	<u>Min. distance between bldg. if applicable</u>
A	247,715 s.f. 5.69 acres	9.9	85	6' along Chicago Ave. 22' along LSD	
B	233,383 s.f. 5.36 acres	9.5	85	20' along LSD	25' between patient windows
C	116,650 s.f. 2.67 acres	9.7	90	0' along Chg. Ave.	25' between patient windows
D	130,983 s.f. 3.0 acres	2.4	90	0	
E	130,994 s.f. 3.0 acres	18.5	97	15' min. along St. Clair 15' min. along Fairbanks Ct.	
F	71,606 s.f. 1.6 acres	0.25	100	0	
Total	931,331 s.f. 21.38 acres	10.02	95		

Gross site area = Net site area (21.38 acres) plus public rights-of-way (10.58 acres) = 31.86 acres

Maximum Floor Area Ratio for  
Total Net Site Area: 10.02.

Maximum Percent of Land Covered  
(for Total Net Site Area): 95.0.

Existing Peak Population:

- |                                               |        |
|-----------------------------------------------|--------|
| 1. Number of Hospital Beds                    | 870.   |
| 2. Number of Attending Physicians             | 1,200. |
| 3. Number of Employees                        | 9,454. |
| 4. Number of Students (full<br>and part time) | 4,455. |

Minimum Number of Off-Street  
Parking Spaces: 2,814.

Maximum Number of Off-Street Parking  
Spaces in Erie-Ontario (Subarea F)  
Parking structure addition 728.

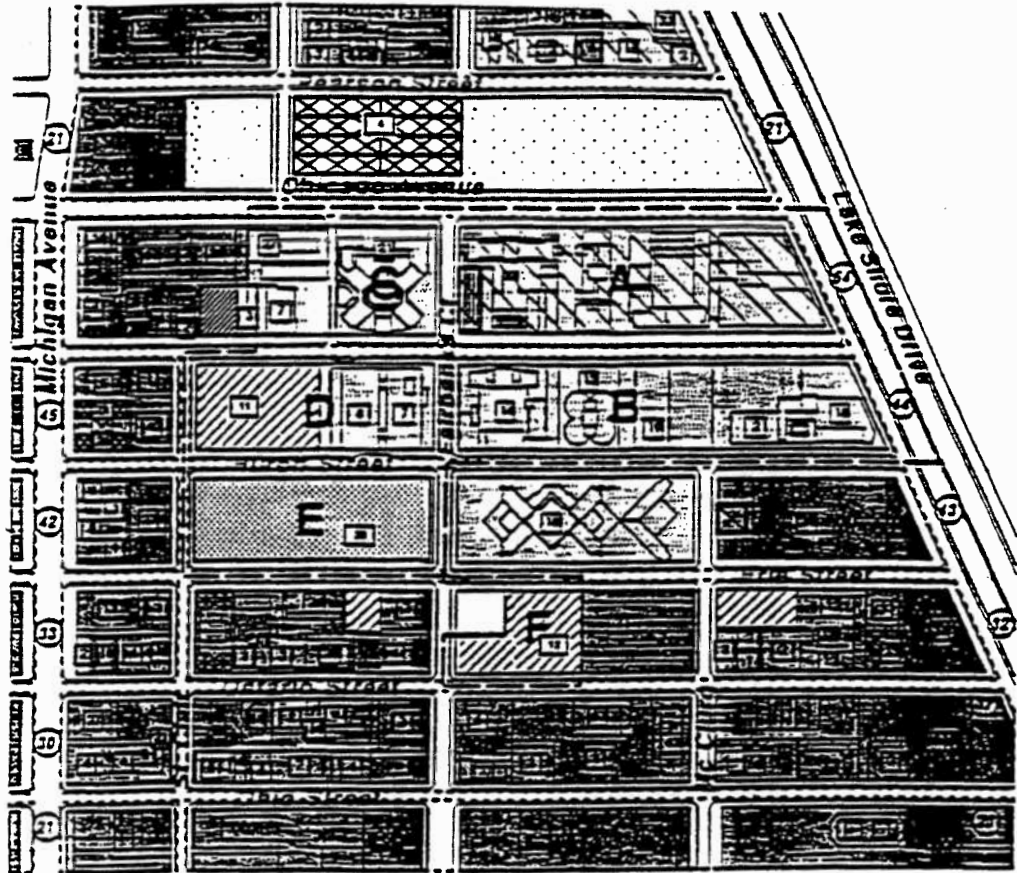
Minimum number of off-street loading spaces shall be provided in accordance with the R8 General Residence District classification of the Chicago Zoning Ordinance subject to the review of the Department of Transportation and approval by the Department of Planning and Development.

Minimum Distances between  
End Face Walls: 20 feet.

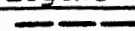








The above noted regulations relate to the ultimate development within the planned development area. Interim stages of development may exceed these permitted standards, subject to the approval of the Department of Planning and Development.

The public parking structure located in Subarea D is assigned a 0.0 Floor Area Ratio because it is intended to provide accessory parking for uses within the planned development and other medical uses related thereto. The parking and public transit uses within the public parking structure located in Subarea F are assigned a 0.0 Floor Area Ratio because they are intended to provide accessory parking for uses within the planned development and other medical uses related thereto and to accommodate public transportation staging needs. A parking structure will be considered as an accessory parking facility if it provides a minimum of fifty percent (50%) of the spaces contained therein for accessory parking.

Existing Land-Use Area Map.

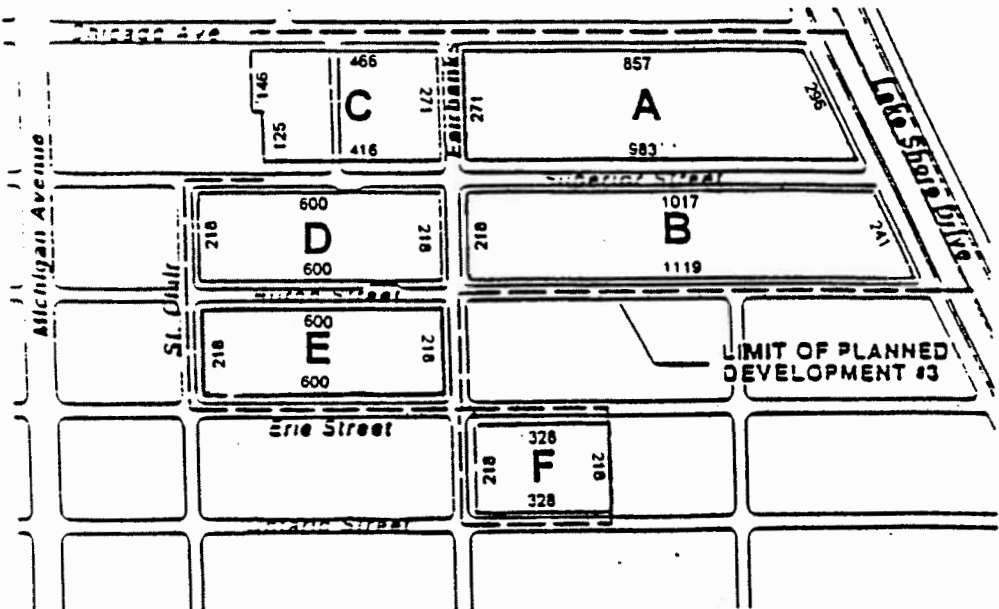


**Legend**

-  *Planned Development Boundary*
-  *Mixed Use, Retail, Office, Hotel, Residential*
-  *Hospital, Professional Office, Institutional Residential, Residential, Dental, Medical, Research and Accessory Uses*
-  *Educational, Institutional Residential, Research, Dental, Medical, Legal and Accessory Uses*
-  *Park/Open space*
-  *Cultural Use*
-  *Parking Area*
-  *Vacant*
-  *Block Number*

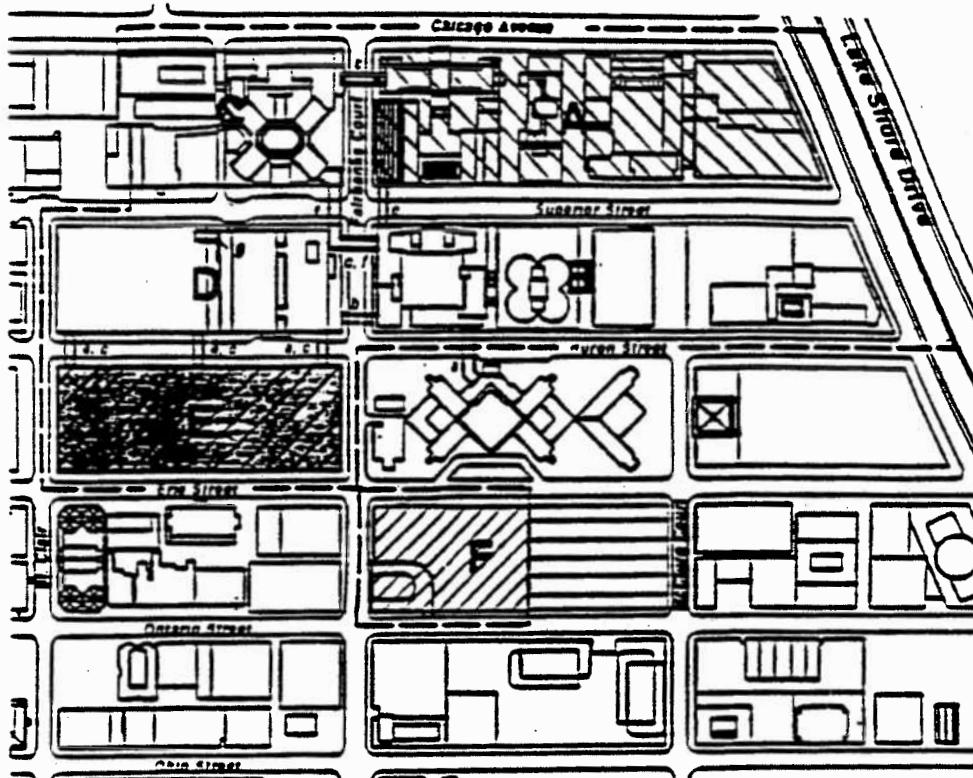
Applicant: Burton F. Natarus

Planned Development Boundary  
And Property Map.





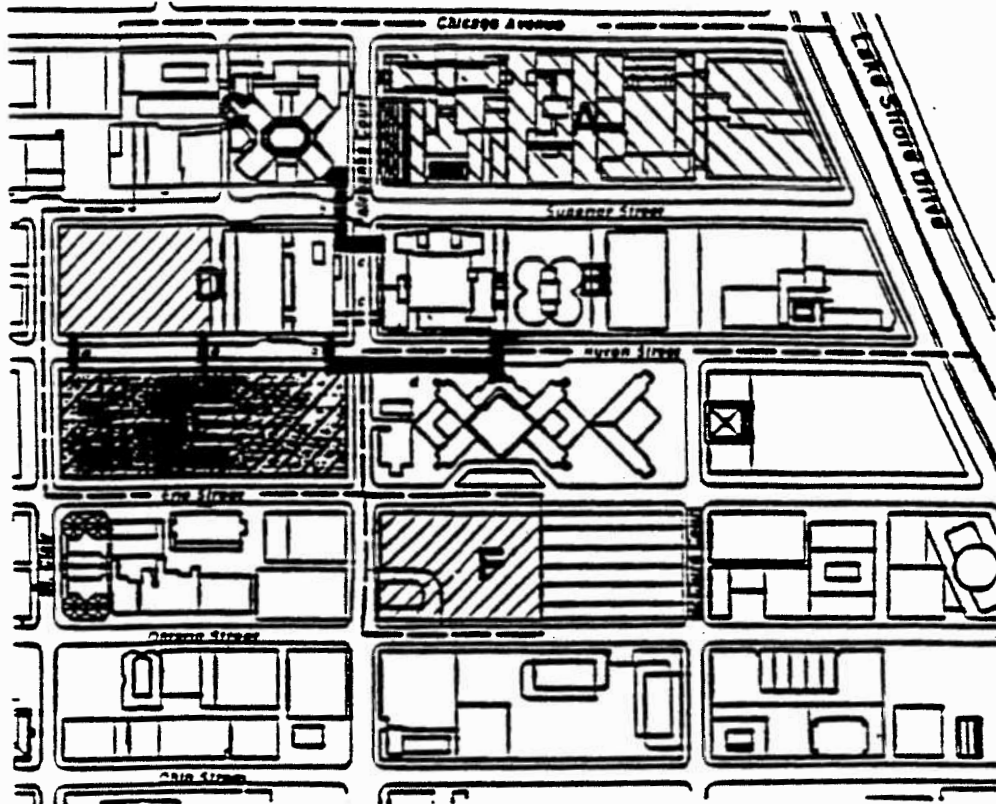
Generalized Land-Use Plan.



**Legend**

- Planned Development Boundary**
- A** Educational, Residential, Research, and Medical, Dental and Legal Offices, and Accessory Uses
  - B** Educational, Hospital, Institutional Residential, Research, Medical and Dental Uses, and Accessory Uses
  - C** Educational, Hospital, Residential, Professional Offices, Research, Medical and Dental Uses and Accessory Uses
  - D** Educational, Hospital, Research, Medical, Dental, Accessory and Non-Accessory Parking, and Accessory Uses
  - E** Hospital, Professional Offices, Research, Medical, Accessory Parking and Accessory Uses
  - F** Accessory and Non-Accessory Parking, Public Transit Uses, Commercial and Institutional Uses, and Accessory Uses
- Note: Day Care Centers (adult and child) shall be permitted in all sub-areas.*
- Existing and Proposed Street Overpasses and Tunnels**
- a Existing Overpass
  - b Relocated Overpass, Level 3
  - c Existing Tunnel
  - d Proposed Tunnel
  - e Existing Overpass to be Removed, Levels 3 & 5
  - f Existing Overpass to be removed, Level 5 only
  - g Proposed Overpass and Tunnel Across Private Property

Pedestrian Overpass Plan.



Location	Level	2001 Amendment	Notes
a. Sub-area E (hospital) to Sub-area D (garage and Olson)	3	(Already built - no changes)	None
b. Sub-area D (Olson) to Sub-area C (Wesley)	3.5	Commencement of demolition of these overpasses will begin during the demolition of the Wesley Pavilion, but no later than 12/31/01.	NMCH may want to relocate overpass from Olson to the new women's hospital (on Wesley side), once constructed.
c. Sub-area D (Olson) to Sub-area B (Pavilion)	3.5	Commencement of demolition of these overpasses will begin during the demolition of the Pavilion Pavilion, but no later than 12/31/01.	The Level 3 overpass is proposed to be relocated at the same time as the Lurie Research Center is built, with the proposed new location indicated on the Lurie Research Center Site Plan.
d. Temporary overpass (Sub-area E to VA)	3	(Already built - no changes)	Must be removed by 4/6/04 or upon completion of the Lurie Research Center and relocated third-level Sub-area D to Sub-area B overpass and issuance of a Certificate of Occupancy.

On motion of Alderman Banks, the said proposed ordinances and substitute ordinances transmitted with the foregoing committee report were *Passed* by yeas and nays as follows:

*Yeas* -- Aldermen Granato, Haithcock, Tillman, Preckwinkle, Hairston, Beavers, Beale, Pope, Balcer, Frias, Olivo, Burke, T. Thomas, Coleman, L. Thomas, Murphy, Rugai, Troutman, DeVille, Munoz, Zalewski, Chandler, Solis, Ocasio, Burnett, E. Smith, Carothers, Wojcik, Suarez, Matlak, Mell, Austin, Banks, Mitts, Allen, Laurino, O'Connor, Doherty, Natarus, Daley, Levar, Schulter, M. Smith, Moore, Stone -- 45.

*Nays* -- None.

Alderman Beavers moved to reconsider the foregoing vote. The motion was lost.

The following are said ordinances as passed (the italic heading in each case not being a part of the ordinance):

*Reclassification Of Area Shown On Map Number 1-E.  
(As Amended)  
(Application Number 12975)*

IPD No 3

*Be It Ordained by the City Council of the City of Chicago:*

SECTION 1. That the Chicago Zoning Ordinance be amended by classifying as Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001) instead of Institutional Planned Development Number 3, as amended (1962, 1975, 1993) the area bounded by:

East Chicago Avenue; North Lake Shore Drive; East Huron Street; North Fairbanks Court; East Erie Street; a line 328 feet east of North Fairbanks Court; East Ontario Street; North Fairbank Court; a line 128 feet east of North Fairbanks Court; East Erie Street; North Saint Clair Street; East Superior Street; a line 416 feet west of North Fairbanks Court; the alley next north of and parallel to East Superior Street; and a line 466 feet west of North Fairbanks Court (Map 1-E)

and to classify as Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001) instead of a C3-6 Commercial-Manufacturing District the area bounded by:

East Chicago Avenue; North Lake Shore Drive; East Huron Street; North

Fairbanks Court; East Erie Street; a line 328 feet east of North Fairbanks Court; East Ontario Street; North Fairbanks Court; East Erie Street; North Saint Clair Street; East Superior Street; a line 416 feet west of North Fairbanks Court; the alley next north of and parallel to East Superior Street; a line 466 feet west of North Fairbanks Court (Map 1-E)

which is hereby established in the area described above, subject to such use and bulk regulations as are set forth on the Plan of Development herewith attached and made a part hereof and to no others.

SECTION 2. This ordinance shall be in force and effect from and after its passage.

Exhibits "A", "B", "C" and Plan of Development Statements referred to in this ordinance read as follows:

*Exhibit "A".*

*Ownership Description.*

All of the land within the boundaries of Institutional Planned Development Number 3, as amended, is owned or, for zoning purposes, controlled by Northwestern University.

*Exhibit "B".*

*Addresses Of Property Located In Institutional Planned  
Development Number 3, As Amended (1962, 1975,  
1993 And 2001), In Which Northwestern  
University Has An Interest.*

East Chicago Avenue

East Erie Street

237

200 -- 236

East Chicago Avenue

East Erie Street

329	258
339	301 -- 331
357	
375	

East Superior Street

North Fairbanks Court

250	710
300 -- 316	707
320	747
342	629 -- 649
350	

259

North Lake Shore Drive

233	710
303	750
333	
345	
370	

East Ontario Street

401 -- 433	300 -- 330
------------	------------

## East Huron Street

200 -- 218

237

260

310

336

344

410

*Exhibit "C".**Existing Boundaries Of Property.*

East Chicago Avenue; North Lake Shore Drive; East Huron Street; North Fairbanks Court; East Erie Street; a line 328 feet east of North Fairbanks Court; East Ontario Street; North Fairbanks Court; a line 109 feet north of East Ontario Street; a line 128 feet east of North Fairbanks Court; East Erie Street; North St. Clair Street; East Superior Street; a line 416 feet west of North Fairbanks Court; the alley next north of and parallel to East Superior Street; and a line 466 feet west of North Fairbanks Court.

*Proposed Boundaries Of Property.*

East Chicago Avenue; North Lake Shore Drive; East Huron Street; North Fairbanks Court; East Erie Street; a line 328 feet east of North Fairbanks Court; East Ontario Street; North Fairbanks Court; East Erie Street; North St. Clair Street; East Superior Street; a line 416 feet west of North Fairbanks Court; the alley next north of and parallel to East Superior Street; and a line 466 feet west of North Fairbanks Court.

*Institutional Planned Development Number 3,  
As Amended (1962, 1975, 1993 And 2001)*

*Plan Of Development Statements.*

1. The area delineated herein as Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), consists of approximately nine hundred thirty-one thousand three hundred thirty-one (931,331) square feet (twenty-one and thirty-eight hundredths (21.38) acres) of property which is depicted on the attached Planned Development Boundary and Property Line Map (the "Property"). Title to the Property is owned by Northwestern University (herein referred to as "N.U." or the "Applicant") or by Northwestern Memorial Hospital or its affiliates (hereinafter referred to as "N.M.H.") and, for the purposes of Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), controlled, for zoning purposes, by N.U.. All required disclosures are contained within the Economic Disclosure statement filed with the City of Chicago in accordance with the applicable requirements.
2. All applicable official reviews, approvals or permits are required to be obtained by the Applicant.
3. The requirements, obligations and conditions contained within Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), shall be binding upon the Applicant, its successors and assigns, and, if different than the Applicant, the legal title holders and any ground lessors. All rights granted hereunder to the Applicant shall inure to the benefit of the Applicant's successors and assigns and, if different than the Applicant, the legal title holder and any ground lessors. Furthermore, pursuant to the requirements of Section 11.11-1 of the Chicago Zoning Ordinance, the Property, at the time applications for amendments, modifications or changes (administrative, legislative or otherwise) to this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), are made, shall be under single ownership or under single designated control. Single designated control for purposes of this paragraph shall mean that any application to the City for any amendment to this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), or any other modification or change thereto (administrative, legislative or otherwise) shall be made or authorized by N.U.. However, nothing herein shall prohibit or in any way restrict the alienation, sale or any other transfer of all or any portion of the Property or any rights, interests or obligations therein.

4. The property within the Institutional Planned Development Number 3 boundaries, as amended (1962, 1975, 1993, 2001) is divided into six (6) subareas as depicted on the Planned Development Boundary and Property Line Map.
5. This Plan of Development consists of seventeen (17) statements; an Existing Land-Use Area Map; a Planned Development Boundary and Property Line Map; an Existing Zoning and Street System Map; a Generalized Land-Use Plan; a Pedestrian Overpass Plan; a Bulk Regulation Data Sheet; and the following Erie Street Parking Structure plans prepared by Walker Parking Consultants and Ross Barney & Jankowski dated March 15, 2001: Site Plan, Street Level Planting Plan, South Elevation, West Elevation, North Elevation, Perspective, Top Tier Plan, Roof Top Planting Plan, New Parking Structure Typical Planter Box Planting Plan and Existing Parking Structure Typical Planter Box Planting Plan. The following exhibits and documents are also incorporated into the Plan of Development by reference: (1) a Superior Garage Site Plan; an Erie/Fairbanks Garage Site Plan; a Superior Garage Landscape Plan; an Erie/Fairbanks Garage Landscape Plan; North, South and West Elevations of the Huron-St. Clair Parking Facility (the "Superior Garage"); North, South and West Elevations of the Erie-Ontario Parking Facility (the "Erie-Ontario parking structure") and a Traffic Management Plan, all approved as part of the 1993 amendment of the planned development and published in the June 23, 1993 Journal of the Proceedings of the City Council of the City of Chicago on pages 34589 through 34641; and (2) Subarea E Inpatient Hospital and Medical Office Building plans for which Interim Stage Part II approval was granted by the Department of Planning and Development on June 14, 1995. These and no other zoning controls shall apply to the Property. This Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), conforms to the intent and purpose of the Chicago Zoning Ordinance, Title 17 of the Municipal Code of Chicago, and all requirements thereof, and satisfies the established criteria for approval as a planned development.
6. The following uses shall be permitted on the Property subject to the restrictions in Statement 12 and in the Use and Bulk Regulation Data Sheet:
  - Subarea A: Educational, Residential, Research and Medical, Dental and Legal Offices.
  - Subarea B: Educational, Hospital, Institutional Residential, Research, Medical and Dental Uses.

Subarea C: Educational, Hospital, Residential, Professional Offices, Research, Medical and Dental Uses.

Subarea D: Educational, Hospital, Research, Medical, Dental, Accessory Parking and Non-Accessory Parking Uses.

Subarea E: Hospital, Professional Offices, Research, Medical and Accessory Parking Uses.

Subarea F: Accessory Parking, Non-Accessory Parking, Public Transit, Commercial and Institutional Uses.

Day care centers (adult and child) shall be permitted in all subareas, as shall accessory uses.

7. Business identification and other necessary signs shall be permitted within this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001) subject to the review and approval of the Department of Planning and Development. Temporary signs such as construction and marketing signs shall be permitted.
8. Any dedication or vacation of streets, alleys or easements in the public way or any adjustment of rights-of-way shall require a separate submittal on behalf of the Applicant and approval by the City Council.
9. Any service drive or other ingress or egress shall be adequately designed and paved in accordance with the regulations of the Department of Transportation in effect at the time of construction and in compliance with the Municipal Code of the City of Chicago, to provide ingress and egress for motor vehicles, including emergency vehicles. The plan for vehicular ingress and egress shall be subject to the review and approval of the Chicago Department of Transportation and the Department of Planning and Development.
10. In addition to the maximum height of any proposed buildings or any appurtenance thereto prescribed in this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), the height of any improvements shall also be subject to height limitations approved by the Federal Aviation Administration.
11. For purposes of maximum floor area ratio (F.A.R.) calculations, the definitions in the Chicago Zoning Ordinance shall apply; provided, however, that in addition to the other exclusions from floor area for

purposes of determining F.A.R. permitted by the Chicago Zoning Ordinance, all floor area devoted to mechanical equipment in excess of five thousand (5,000) square feet in a single location, regardless of placement in the building, shall be excluded.

12. The improvements on the Property, including the on-site exterior landscaping, the landscaping along the adjacent rights-of-way and all entrances and exits to and from the parking and loading areas, shall be designed, constructed and maintained in substantial conformance with the Plans, Maps, Site Plans and exhibits described in Statement 5. In addition, the improvements on the Property shall be subject to the following specific regulations:

- (a) **Landscaping and Lighting:** Any parkway trees shall be installed and maintained in general accordance with the Site Plans and Elevations attached hereto, and the parkway tree planting provisions of the Chicago Landscape Ordinance and corresponding guidelines and regulations. A landscaped pedestrian connection shall be provided adjacent to the Subarea D parking garage in the locations depicted on the Landscape Plan for this garage approved as part of the 1993 Planned Development amendment. Such pedestrian connection shall be graded, planted (with grass and trees or ornamental plantings) and lit. Planter boxes shall be installed as indicated on the Building Elevations of the Erie-Ontario parking structure and maintained during growing season. Planter boxes shall not be required to be installed on the existing portion of the Erie-Ontario parking structure until construction of the addition to the Erie-Ontario parking structure contemplated by this planned development amendment has been completed.
- (b) **Loading:** Off-street loading shall be provided in accordance with Statement 12(f) and with the Site Plans attached hereto or approved as part of the 1993 Planned Development amendment.
- (c) **Parking:** Parking spaces required under this Planned Development may be designed to accommodate compact cars. Notwithstanding anything to the contrary in the Chicago Zoning Ordinance, such compact car parking spaces may be less than eight feet wide, but no less than seven and one-half (7½) feet wide. Up to seventy-five (75) neighborhood residential parkers will be accommodated in the Subarea F garage at market rates on a monthly basis. A minimum of two percent (2%) of spaces shall be designed and designated for use by persons with disabilities.

- (d) **Circulation:** Parking space layout, loading access, private roadway vehicular circulation routes, private pedestrian circulation routes, parking structure operational design and the location and design of curb-cuts at public streets shall be designed and constructed in substantial accordance with the Site Plans attached hereto or approved as part of the 1993 Planned Development amendment. A private north/south, mid-block pedestrian connection shall be provided as depicted on the Superior Garage Landscape Plan approved as part of the 1993 Planned Development amendment.
- (e) **Skybridges and tunnels:** Any skybridge or tunnel affecting the public way shall be designed and constructed in substantial conformity with the Site Plans approved as part of this Planned Development amendment, including the Pedestrian Overpass Plan and Generalized Land-Use Plan. Removal of the existing double-decked skybridge over Superior Street shall commence during the demolition of the existing Wesley hospital building within Subarea C and shall be diligently pursued to completion thereafter. Removal of the existing upper level of the skybridge over Fairbanks Court shall commence during the demolition of the existing Passavant hospital building within Subarea B and shall be diligently pursued to completion thereafter. Notwithstanding prior sentence, removal of the third (3<sup>rd</sup>) and sixth (6<sup>th</sup>) level skybridges over Superior Street and removal of the sixth (6<sup>th</sup>) level skybridge over Fairbanks Court shall commence no later than December 31, 2001. As is indicated on the Pedestrian Overpass Plan and Generalized Land-Use Plan, the Applicant shall be permitted to relocate and rebuild the existing third (3<sup>rd</sup>) level skybridge which extends over Fairbanks Court from Subarea D to Subarea B.
- (f) **Traffic Management:** The Applicant shall be responsible for implementing certain operational controls over parking and traffic activity expected to occur adjacent to the St. Clair street truck dock entrance to the Superior Garage. These operational controls are set forth in the "Traffic Management Plan" ("T.M.P.") attached to the 1993 Planned Development amendment that has become effective. The T.M.P. shall be deemed an integral part of this Planned Development. The Applicant's compliance with the T.M.P. shall be a requirement of this Planned Development Ordinance, as amended.

In order to assure the T.M.P.'s effectiveness, the Department of Transportation may request that the Applicant submit to the Commissioner of the Department of Transportation (with a copy to

the Commissioner of Planning and Development) a report assessing the effectiveness of the various provisions of the T.M.P. and any recommended modifications thereto. Additionally, the Applicant, or its designated representative, shall cooperate with the City and with applicable transit agencies in the on-going review and updating of the T.M.P.. The Applicant specifically agrees to review and update the T.M.P. no later than December 31, 2001.

In the event the Department of Transportation determines that the measures taken as part of the Traffic Management Plan do not prove effective, and, in particular, blockage of any traffic on St. Clair Street results from the loading dock operation, the Chicago Department of Transportation may request additional traffic management or control measures as needed to mitigate or eliminate traffic interference. In conjunction with the Applicant's year 2001 review and updating of the T.M.P. referred to in the prior paragraph or otherwise, the Applicant shall be responsible for making any modifications to the T.M.P. and for implementing any additional traffic management or control measures reasonably required by the Department of Transportation and Department of Planning and Development. Modifications to the T.M.P. may be made at any time with the approval of the Commissioner of the Department of Transportation and the Commissioner of the Department of Planning and Development and shall automatically become part of this Plan of Development. Such modifications and approvals shall be kept on file with the Department of Transportation and the Department of Planning and Development.

- (g) Traffic study: The Applicant shall submit to the Commissioner of the Department of Transportation (with a copy to the Commissioner of Planning and Development) a study ("Traffic Study") documenting traffic flows associated with the parking structures located within the boundaries of the planned development and the impact of such flows on the levels of service of roadways and intersections adjacent to or in close proximity to boundaries of the planned development. The roadways and intersections to be addressed in the report shall be selected by the Applicant in consultation with the Department of Transportation. A Traffic Study (which may take the form of an amendment to or updating of any previously submitted Traffic Study) must be submitted in accordance with this subparagraph no later than six (6) months after a Certificate of Occupancy is issued by the City of Chicago for the first (1<sup>st</sup>) phase of the Lurie Research Center.

- (h) **Modal split/transit outreach report:** No later than twelve (12) months after the issuance of a Certificate of Occupancy for the addition to the Erie-Ontario parking structure contemplated by this 2001 Planned Development amendment, the Applicant shall submit to the Commissioner of Planning and Development a report describing the means of transportation used by patrons to reach the Applicant's facilities within the Planned Development and, specifically, what percentage of patrons (identified by patron type -- e.g., students, professional employees, staff, visitors -- and transportation means -- e.g., public transit, private shuttles, taxicabs, etc.) reach such facilities by means other than private, single-occupied passenger vehicles. Such report shall also identify efforts undertaken by the Applicant, including, but not limited to, promoting of the availability of campus shuttles and trolleys to employees and visitors, incentives offered to employees for public transit usage and outreach efforts -- including informational postings -- to encourage such patrons to reach the Applicant's facilities by means other than private, single-occupied passenger vehicles. Such report shall be updated by the Applicant every three (3) years and may be conducted using generally accepted statistical sampling techniques. The Applicant shall use its good faith efforts to require that owners of property within the planned development other than Applicant participate with the Applicant in the production of the report described herein.
- (i) **Fairbanks Court elevation of Erie-Ontario Parking Structure:** It is hereby acknowledged that the Applicant has proposed the construction of an addition to the Erie-Ontario parking structure which is to be naturally ventilated and that there shall be no requirement in this planned development that would require the Applicant to provide ventilation other than that naturally occurring. The Applicant has agreed to fully glaze the openings in the Fairbanks Court (West) Elevation of the parking structure addition. Should the proposal for full glazing of such West Elevation fail to meet the requirements of the City of Chicago for continued natural ventilation of the parking structure addition, the Applicant shall be permitted to substitute for a portion (or all of) the glazing grills, open air screening panels or other architectural elements to avoid mechanical ventilation requirements. The amount of glazing to be eliminated under such circumstances shall be the minimum necessary to provide for continued natural ventilation of the parking structure. Prior to making such substitution, the Applicant shall submit a proposed revised West Elevation to the Department of Planning and Development for its

review and approval, such approval not to be unreasonably withheld.

13. Future improvements within this Planned Development to which Statement 15 applies shall be designed, constructed and maintained in general conformance with the design standards set forth as follows:
  - (a) **Building Character And Scale.** Buildings will be designed so that they are compatible with the existing Northwestern Campus buildings. Scale, massing, articulation, setbacks, materials, color, texture, lighting, fenestration and other architectural devices will be used to avoid a monotonous and blank appearance. Each building's mass will be designed in such a way as to distinguish its uses and constituents. Exterior walls visible from any public way shall be designed and constructed to avoid a monotonous and blank appearance through the use of texture and detail on windows, openings, projections, recesses, offsets or other architectural devices. Special attention shall be given to achieve an interesting building design at the pedestrian level through landscape elements, articulation of surface forms and texture, expression of the structural rhythm and architectural detail. Further, to the extent active uses within the building are located toward the periphery, where appropriate, windows and entrances are encouraged at grade level along the public way. Further, established circulation and public space patterns at street level shall be respected and architectural datums such as cornices, fenestration and setbacks that are present in the immediate vicinity shall be recognized in the design of the building.
  - (b) **Roof Tops.** Each building crown shall be distinctive and designed to integrate fully and screen all mechanical systems customarily placed on rooftops within an architectural enclosure. Mechanical equipment will be concealed or integrated into the architectural design.
  - (c) **Horizontal Projections.** Horizontal projections (such as balconies, loggias or terraces) shall be permitted within required building setbacks. Canopies, awnings, cornices and similar projections shall be allowed provided they do not in any way obstruct the public way.
  - (d) **Skybridges And Tunnels.** Skybridges shall be designed to be as transparent and unobtrusive as possible and shall be compatible with the architectural style, color and materials of the existing

Northwestern campus.

- (e) **Lighting.** Base level lighting shall address a variety of functions. More intense, but directed lighting shall be provided at public entries, drop-offs, pedestrian ways, et cetera, for clarity and security purposes. Base-level facade and landscape lighting will be softer in nature. The use of lighting to highlight architectural features is encouraged; however, lighting shall not beam directly into windows of other buildings.
- (f) **Paving.** Decorative paving patterns and materials are encouraged. However, paving materials shall be compatible with existing paving materials within the Northwestern Campus. All paving design shall comply with requirements for disabled accessibility.
- (g) **Street Furniture.** Light standards, sidewalks, curbing and flagpoles proposed within public spaces shall be compatible with the Northwestern Campus standard.
- (h) **Circulation.** Buildings and uses shall be provided with vehicular and pedestrian access to a public roadway. Private roadway vehicular circulation and private pedestrian circulation routes, if any, and the location and design of any curb-cuts at public streets shall be designed and constructed to promote a safe, efficient, appropriate and beneficial design.
- (i) **Private Roadways.** A private roadway shall mean any private drive or way located on private property which is designed and intended for use as vehicular access to uses located therein. Private roadways shall be designed and paved in compliance with the Municipal Code of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. Fire lanes, if required within the private roadways, shall be designed and paved to provide access and egress for emergency vehicles. No parking except for loading and unloading of pedestrians shall be permitted within such fire lanes. All private roadways shall be reasonably accessible to private pedestrian use but need not be made available to the general public. Any private roadways shall be designed and configured to provide direct and coherent pathways to public streets.
- (j) **Curb-cuts.** Private roadways, driveways, entrances to off-street parking and to loading docks, and all other facilities requiring curb-cuts shall be located to minimize conflicts with on-street

traffic and with pedestrian circulation. All such curb-cuts shall be constructed in accordance with the standards of the City of Chicago. No curb-cut shall be located within ten (10) feet of any other curb-cut. No automobile entrances shall be permitted on St. Clair Street.

14. The terms, conditions and exhibits of this Plan of Development may be modified, administratively, by the Commissioner of the Department of Planning upon the request of the Applicant and after a determination by the Commissioner of the Department of Planning that such modification is minor, appropriate and consistent with the nature of the improvements contemplated by this Planned Development Number 3, as amended (1962, 1975, 1993, 2001) and will not result in increasing the maximum floor area ratio for the total Property established by this Planned Development. Any such modification by the Commissioner of the Department of Planning shall be deemed to be a minor change in Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001) as contemplated by Section 11.11-3(c) of the Chicago Zoning Ordinance. Notwithstanding the provisions of subclauses (4) and (5) of Section 11.11-3(c) of the Chicago Zoning Ordinance, such minor changes may include a reduction in the minimum required distance between structures, a reduction in periphery setbacks or an increase in the maximum percent of land covered.
15. Prior to issuance by the Department of Planning of a determination pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance ("Part II approval") for any future development within this Planned Development, except as described in the following paragraph and except for alterations to existing buildings which do not increase their height or alter their footprints, a site plan for the proposed development shall be submitted to the Commissioner for approval. Site plan approval is intended to assure that specific development proposals conform with this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), and to assist the City in monitoring ongoing development. Such site plan need only include the area proposed for development or redevelopment, and immediately adjacent public rights-of-way, for which approval is being sought by the Applicant. Except as described herein, no Part II approval shall be granted until an applicable site plan has been approved.

The provisions of this Statement 15 shall not apply to: (i) any structures for which building permits have been issued as of the date of passage of the 2001 amendment of this planned development; and (ii) the development or redevelopment of any unbuilt structure for which an

application for Part II approval has been submitted, including a site plan for all phases of a multi-phased project, and which is still pending, or for which a building permit has not yet been issued, as of the date of passage of the 2001 amendment of the planned development. In the case of a Part II submittal that is pending which seeks a building permit for the first of a multi-phased project, an exclusion from the requirements of this Statement 15 shall apply to all phases of such project, so long as a site plan for all phases of the project accompanies the Part II submittal for the first (1<sup>st</sup>) phase. Upon the issuance of a building permit for any project for which a Part II submittal has been made, the site plan included within such approved Part II submittal shall be deemed to be an integral part of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001).

If a site plan substantially conforms with the provisions of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), the Commissioner shall issue written approval thereof to the Applicant within thirty (30) days of submission of the completed application. If the Commissioner determines within said thirty (30) day period that the site plan does not substantially conform with the provisions of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), the Commissioner shall, within fourteen (14) days from the expiration of said thirty (30) day period, advise the Applicant, in writing, regarding the specific reasons for such adverse determination and the specific areas in which the site plan does not conform to the provisions of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001). The Commissioner shall thereafter review any resubmission and make a final written determination, in writing, to the Applicant for such site plan within fourteen (14) days of receipt of the resubmission. Following approval of a site plan by the Commissioner, the site plan shall be kept on permanent file with the Commissioner and shall be deemed to be an integral part of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001).

After approval of a site plan by the Commissioner, the approved site plan may be changed or modified pursuant to the provisions of Statement Number 14 hereof. In the event of any inconsistency between an approved site plan and the terms of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001) in effect at the time of approval of such site plan or of the modifications thereto, the terms of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001) shall govern.

A site plan shall, at a minimum, provide the following information:

- (a) boundaries of the development parcel or parcels;
- (b) building footprint;
- (c) dimensions of all setbacks;
- (d) location and depiction of all parking spaces (including relevant dimensions);
- (e) location and depiction of all loading berths (including relevant dimensions);
- (f) all drives, roadways and vehicular routes;
- (g) all landscaping (including species and size);
- (h) all pedestrian circulation routes and points of ingress/egress (including sidewalks);
- (i) all site statistics applicable to the development parcel or parcels including:
  - (1) floor area and floor area ratio as represented on submitted drawings;
  - (2) number of parking spaces provided;
  - (3) number of loading berths provided; and
  - (4) uses or development of parcels.
- (j) Parameters of the building envelope including:
  - (1) maximum building height; and
  - (2) setbacks and vertical setbacks, required and provided.

A site plan shall include such other information as may be necessary to illustrate conformance with this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001), including, without limitation, building elevations.

16. The Applicant acknowledges that it is in the public interest to design, construct and maintain all buildings in a manner which promotes and maximizes the conservation of energy resources. The Applicant shall use reasonable efforts to design, construct and maintain all newly constructed buildings located within this Planned Development in an energy efficient manner, generally consistent with the most current energy efficiency standards published by the American Society of Heating, Refrigeration and Air-Conditioning Engineers ("A.S.H.R.A.E.") and the Illuminating Engineering Society ("I.E.S.").
17. Unless substantial construction of the proposed addition to the existing parking structure contemplated within Sub-area F of this Planned Development amendment has commenced within six (6) years following adoption of this Planned Development amendment, and is diligently pursued, then this 2001 Planned Development amendment shall expire as to the uncompleted portion; provided, however, that if the City Council amends the Chicago Zoning Ordinance to provide for a shorter expiration period which is applicable to all planned developments, then this 2001 Planned Development amendment shall expire upon the expiration of such shorter time period as provided by any such amendatory ordinance (the first (1<sup>st</sup>) day of which as applied to this Planned Development shall be the effective date of the amendatory ordinance). If this 2001 Planned Development amendment expires under the provision of this section, then the zoning of the portion of the property located within Subarea F which was added to Planned Development Number 3 as a result of this 2001 amendment shall automatically revert to C3-6, while the remaining portion of Planned Development Number 3 shall revert to the 1993 Planned Development amendment.

[Existing Land-Use Area Map; Planned Development and Property Line Map; Existing Zoning and Street System; Generalized Land-Use Plan; Pedestrian Overpass Plan; Site Plan; Street Level Planting Plan; Erie Street Parking Structure Elevations; Perspective -- Erie Street Parking Structure; Parking Structure Addition; Roof Top Planting Plan; Typical Planter Box Planting Plan -- New Parking Structure; and Typical Planter Box Planting Plan -- Existing Parking Structure referred to in these Plan of Development Statements printed on pages 56507 through 56521 of this Journal.]

Bulk Regulations and Data Table referred to in these Plan of Development Statements read as follows:

Bulk Regulation Data Sheet.  
(Page 1 of 2)

IPD No 3

Subarea	Net Area	Maximum Floor Area Ratio	Maximum Percent Of Land Coverage	Minimum Periphery Setbacks	Minimum Distance Between Buildings. If applicable.
A	247,715 square feet 5.69 acres	9.9	85	6 feet along Chicago Avenue 22 feet along Lake Shore Drive	
B	233,383 square feet 5.36 acres	9.5	85	20 feet along Lake Shore Drive	25 feet between patient windows.
C	116,650 square feet 2.67 acres	9.7	90	0 feet along Chicago Avenue	25 feet between patient windows.
	130,983 square feet 3.0 acres	2.4	90	0	
E	130,994 square feet 3.0 acres	18.5	97	15 feet minimum along St. Clair Street 15 feet minimum along Fairbanks Court	
F	71,606 square feet 1.6 acres	0.25	100	0	
<b>Total</b>	<b>931,331 square feet 21.38 acres</b>	<b>10.02</b>	<b>95</b>		

Gross Site Area = Net Site Area (21.38 acres) + Public Rights-of-Way (10.58 acres) = 31.86 acres

Bulk Regulation Data Sheet  
(Page 2 of 2).

IPD No 3

Maximum Permitted Floor Area Ratio  
(For Total Net Site Area): 10.02.

Maximum Percent of Land Covered  
(For Total Net Site Area): 95.

Existing Peak Population.

- 1. Number of Hospital Beds: 870.
- 2. Number of Attending Physicians: 1,200.
- 3. Number of Employees: 9,454.
- 4. Number of Students: 4,455 (full and part time).

Minimum Number of Off-Street  
Parking Spaces: 2,814.

Maximum Number of Off-Street  
Parking Spaces in Erie-Ontario  
(Subarea F) Parking Structure  
Addition: 728.

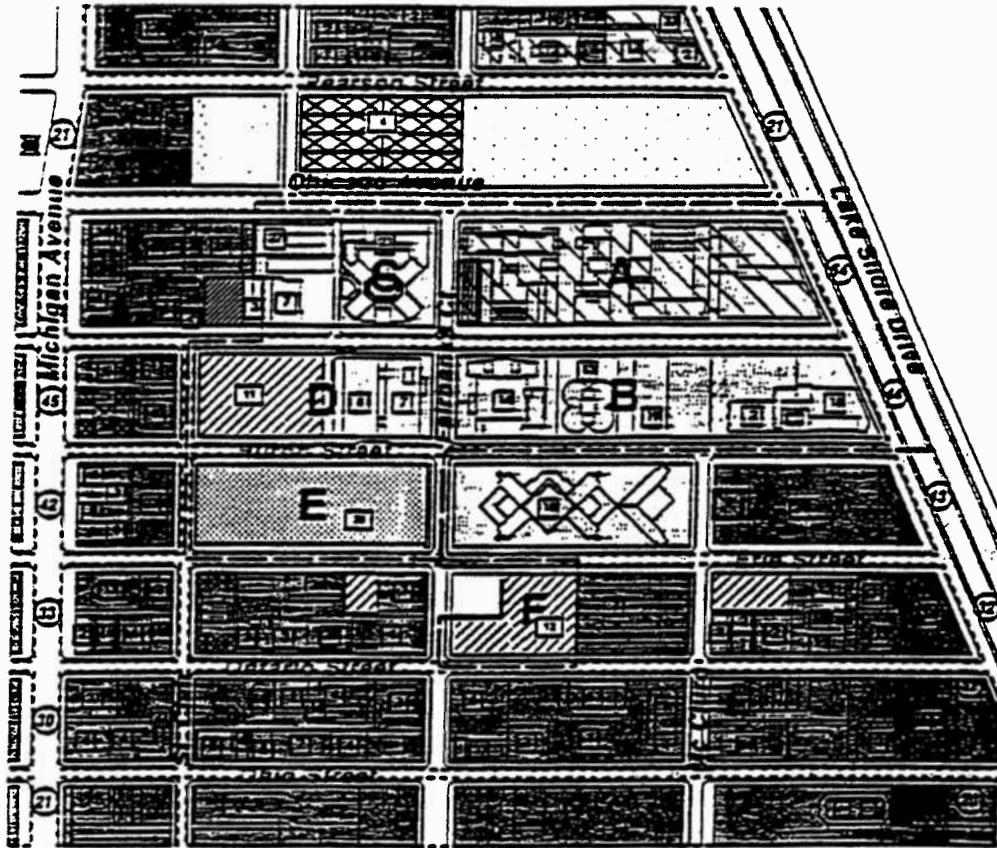
Minimum Number of Off-Street Loading Spaces shall be provided in accordance with the R8 General Residence District Classification of the Chicago Zoning Ordinance subject to the review of the Department of Transportation and approval by the Department of Planning and Development.

Minimum Distances Between End  
Face Walls: 20 feet.











The above noted regulations relate to the ultimate development within the Planned Development Area. Interim stages of development may exceed these permitted standards, subject to the approval of the Department of Planning and Development.

The public parking structure located in Subarea D is assigned a 0.0 F.A.R. because it is intended to provide accessory parking for uses within the Planned Development and other medical uses related thereto. The parking and public transit uses within the public parking structure located in Subarea F are assigned a 0.0 F.A.R. because they are intended to provide accessory parking for uses within the Planned Development and other medical uses related thereto and to accommodate public transportation staging needs. A parking structure will be considered as an accessory parking facility if it provides a minimum of 50% of the spaces contained therein for accessory parking.

Existing Land-Use Area Map.

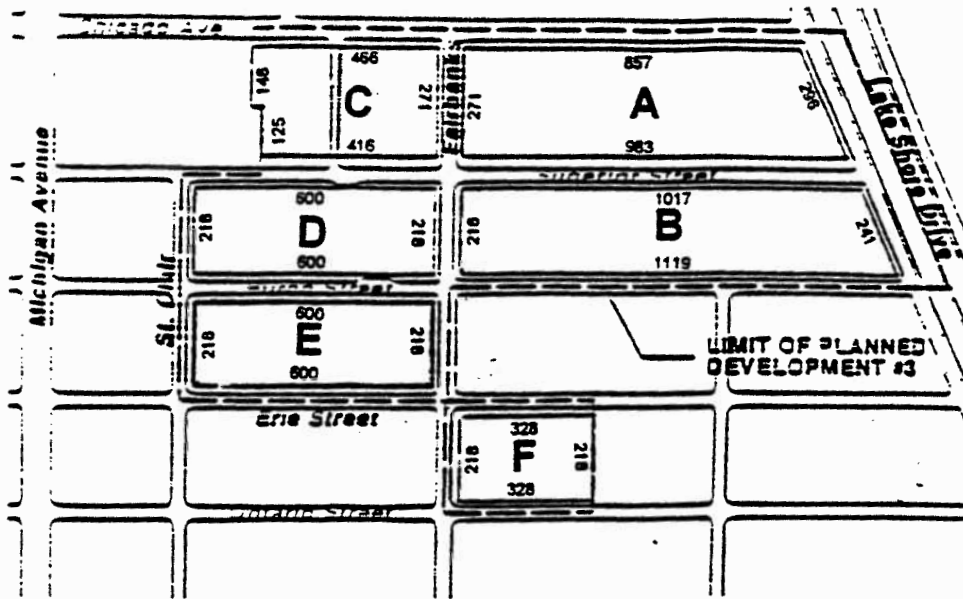


**Legend**

-  Planned Development Boundary
-  Mixed Use, Retail, Office, Hotel, Residential
-  Hospital, Professional Office, Institutional Residential, Residential, Dental, Medical, Research and Accessory Uses
-  Educational, Institutional Residential, Research, Dental, Medical, Legal and Accessory Uses
-  Park/Open space
-  Cultural Use
-  Parking Area
-  Vacant
-  Block Number
-  Building Footprints

Applicant: Northwestern University - 633 Clark St., Evanston, IL 60201  
 Date: March 14, 2000  
 Revised: March 15, 2001

Planned Development Boundary  
And Property Line Map.



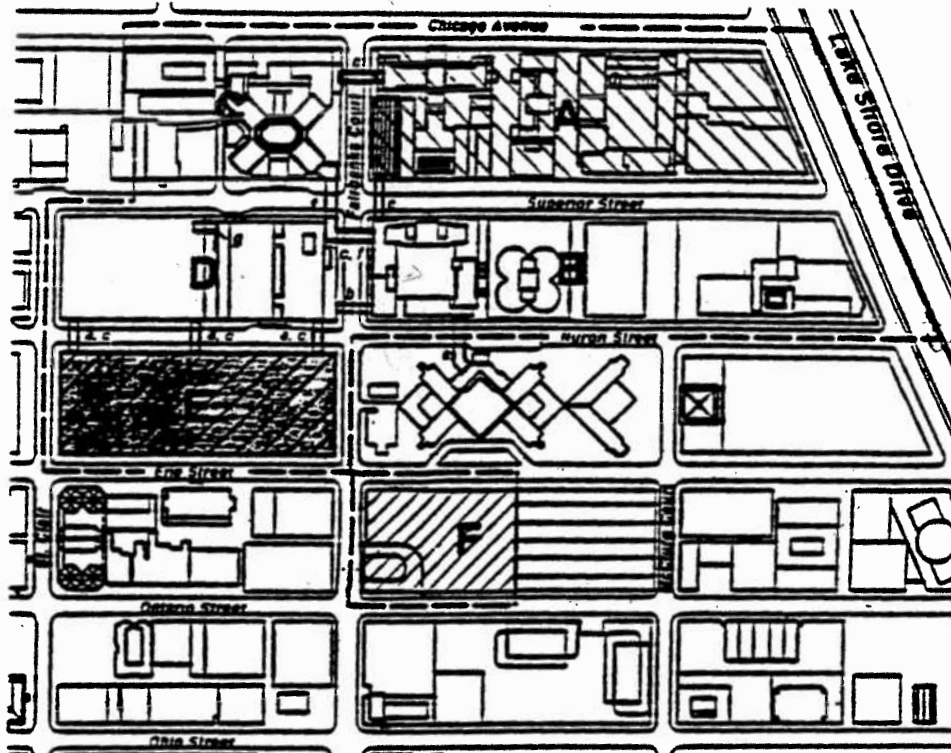
**Legend**

----- Planned Development Boundary

Note: Dimensions indicate net site area.



General Land-Use Plan.



**Legend**

*Planned Development Boundary*

- A**
- B**
- C**
- D**
- E**
- F**

- Educational, Residential, Research, and Medical, Dental and Legal Offices, and Accessory Uses*
- Educational, Hospital, Institutional Residential, Research, Medical and Dental Uses, and Accessory Uses*
- Educational, Hospital, Residential, Professional Offices, Research, Medical and Dental Uses and Accessory Uses*
- Educational, Hospital, Research, Medical, Dental, Accessory and Non-Accessory Parking, and Accessory Uses*
- Hospital, Professional Offices, Research, Medical, Accessory Parking and Accessory Uses*
- Accessory and Non-Accessory Parking, Public Transit Uses, Commercial and Institutional Uses, and Accessory Uses*

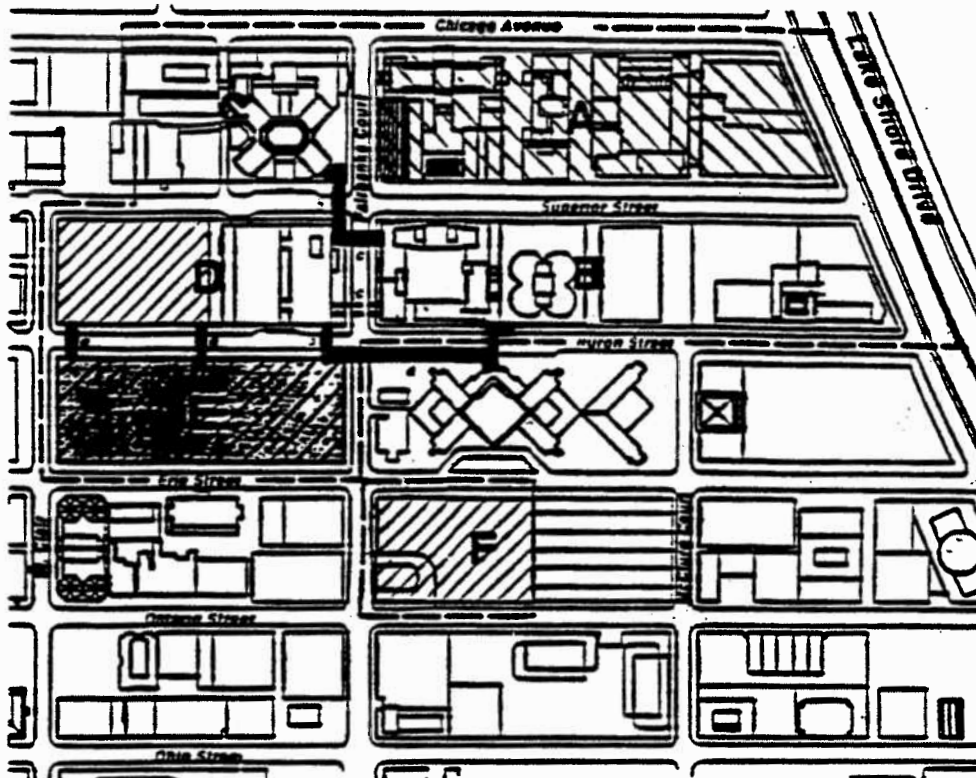
*Note: Day Care Centers (adult and child) shall be permitted in all sub-areas.*



*Existing and Proposed Street Overpasses and Tunnels*

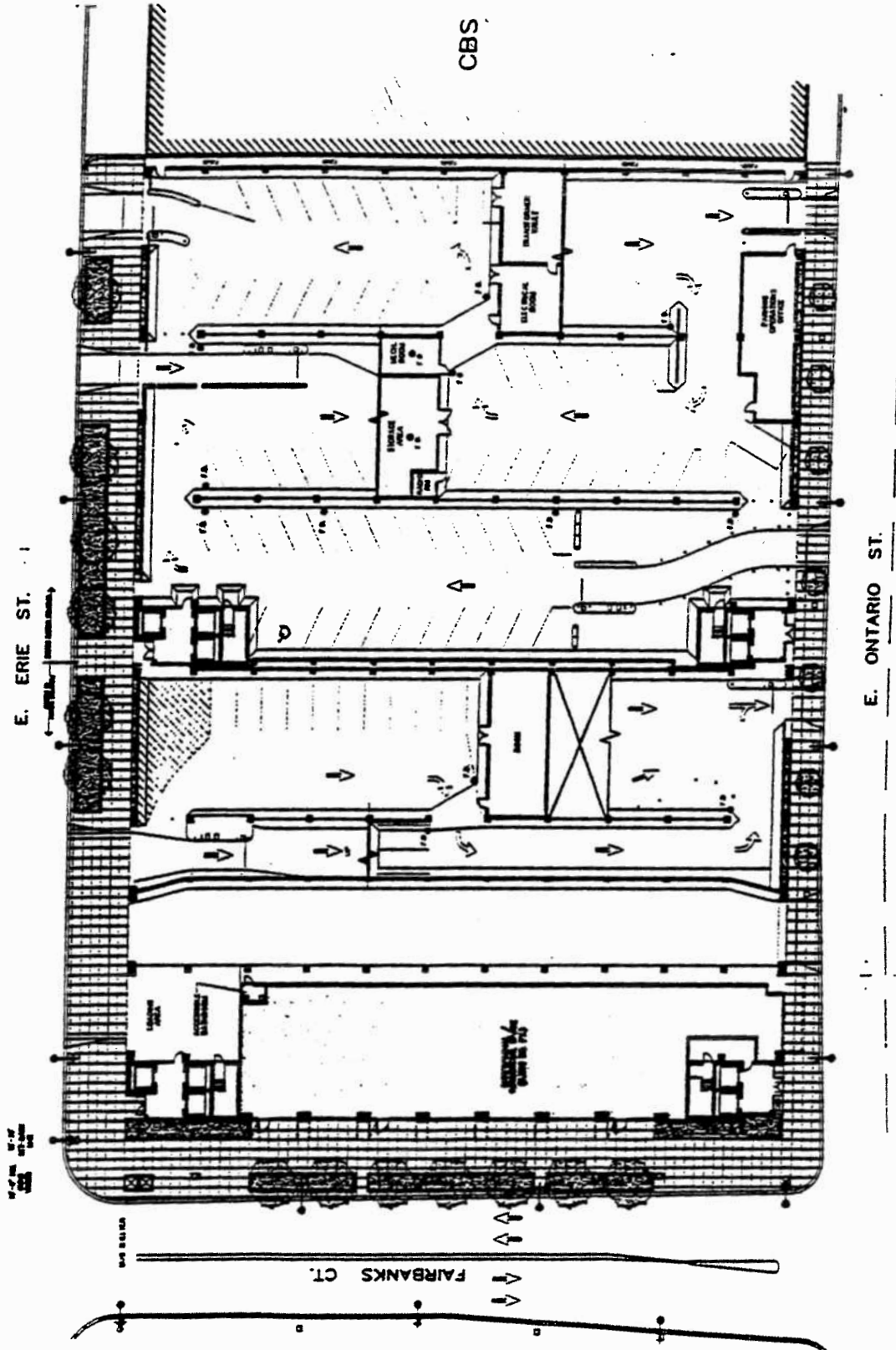
- a Existing Overpass*
- b Relocated Overpass, Level 3*
- c Existing Tunnel*
- d Proposed Tunnel*
- e Existing Overpass to be Removed, Levels 3 & 5*
- f Existing Overpass to be removed, Level 5 only*
- g Proposed Overpass and Tunnel Across Private Property*

Pedestrian Overpass Plan.  
(Street Crossing Only)



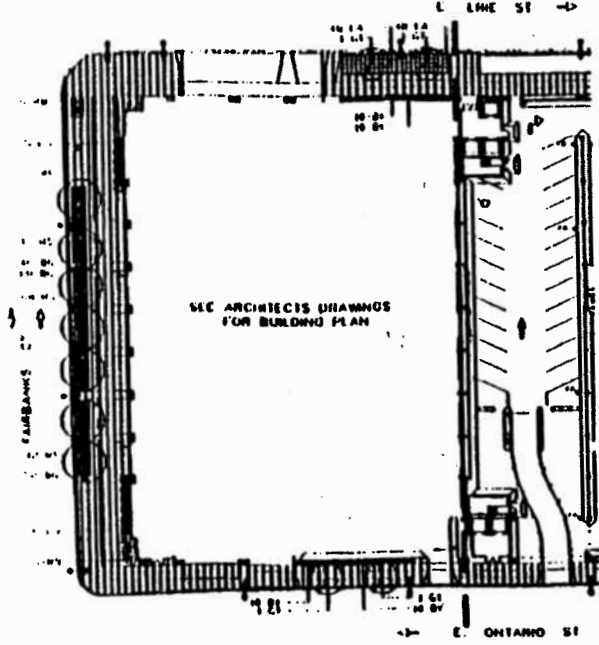
Location	Levels	2001 Amendment	Notes
a. Sub-area E (hospital) to Sub-area D (garage and Olson)	3	(Already built - no changes)	None
b. Sub-area D (Olson) to Sub-area C (Wesley)	3, 5	Commencement of demolition of these overpasses will begin during the demolition of the Wesley Pavilion, but no later than 12/31/01.	NMHC may want to relocate overpass from Olson to the new women's hospital (on Wesley site), once constructed.
c. Sub-area D (Olson) to Sub-area B (Pennant)	3,5	Commencement of demolition of these overpasses will begin during the demolition of the Pennant Pavilion, but no later than 12/31/01.	The Level 3 overpass is proposed to be relocated at the same time as the Lurie Research Center is built, with the proposed new location indicated on the Lurie Research Center Site Plan.
d. Temporary overpass (Sub-area E to VA)	3	(Already built - no changes)	Must be removed by 4/6/04 or upon completion of the Lurie Research Center and relocated third-level Sub-area D to Sub-area B overpass and issuance of a Certificate of Occupancy.

Site Plan.



Street Level Planting Plan.

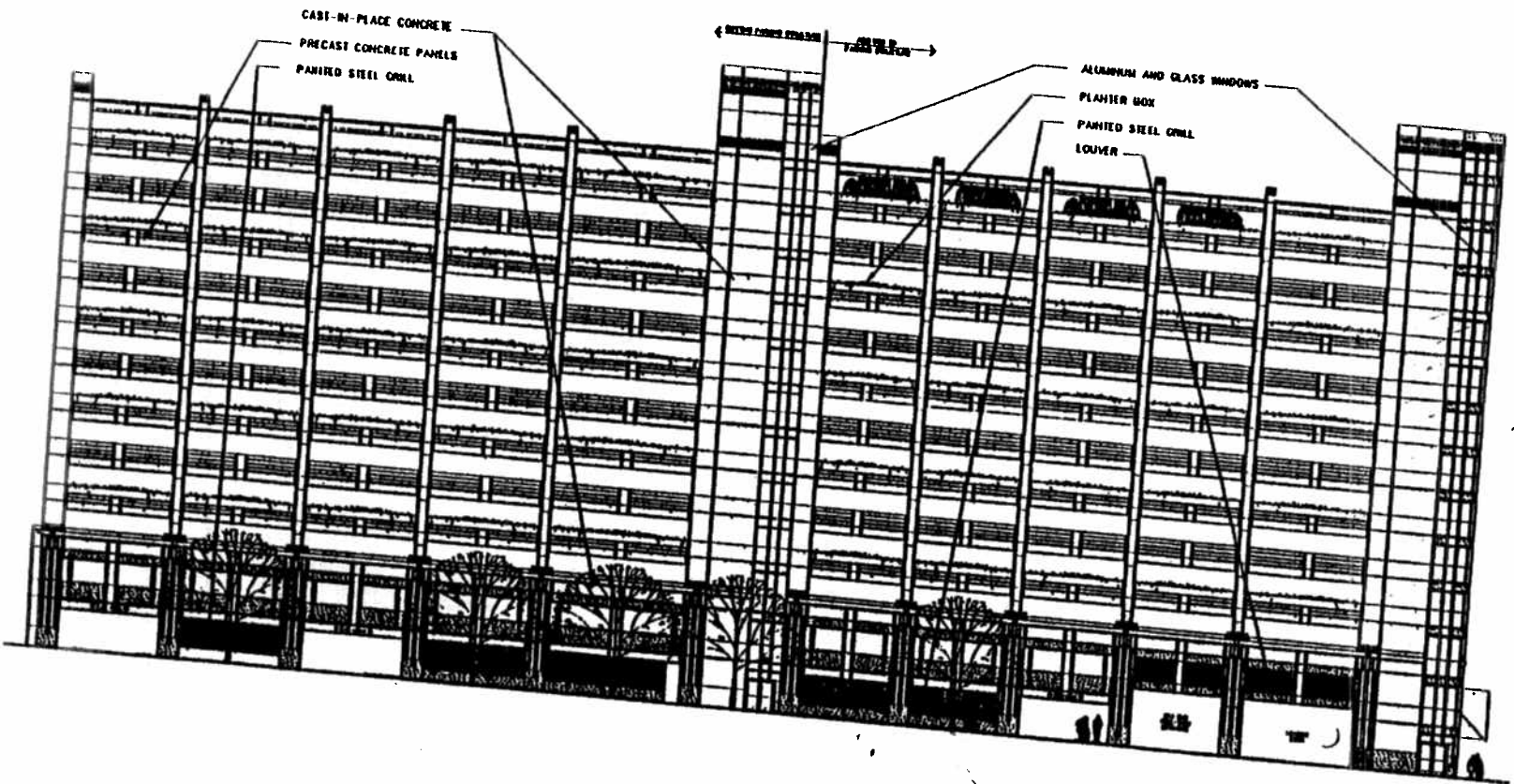
STREET LEVEL PLANTING PLAN



PLANTING LEGEND

TREES	SCIENTIFIC NAME	COMMON NAME	SIZE	COMMENTS
GT	<i>Cedrus deodara</i>	Imperial Hemlock	4" CAL.	4'-0" O.C., B & E
UH	<i>Ulmus 'ornamental'</i>	Hornbeam Elm	4" CAL.	4'-0" O.C., B & E
SHRUBS	SCIENTIFIC NAME	COMMON NAME	SIZE	COMMENTS
BC	<i>Buxus 'Green Gem'</i>	Green Gem Boxwood	24" HT.	2'-0" O.C., B & E
CA	<i>Carolinianus occidentalis</i>	Palming Camellia	24" HT.	2'-0" O.C., B & E
RD	<i>Camellia sasanqua 'Coralina'</i>	Redwing Dogwood	5' G.	4'-0" O.C., B & E
DY	<i>Taxus + media 'Habit'</i>	Redcedar Tree	30" HT.	2'-0" O.C., B & E
LD	<i>Yucca filamentosa</i>	Leatherleaf Yucca	5' G.	4'-0" O.C., B & E
PERENNIALS	SCIENTIFIC NAME	COMMON NAME	SIZE	COMMENTS
RS	<i>Reynoua 'Blue Spire'</i>	Russian Sage	1' G.	18" O.C., Cornerer Stock

North Elevation -- Erie Street  
Parking Structure.

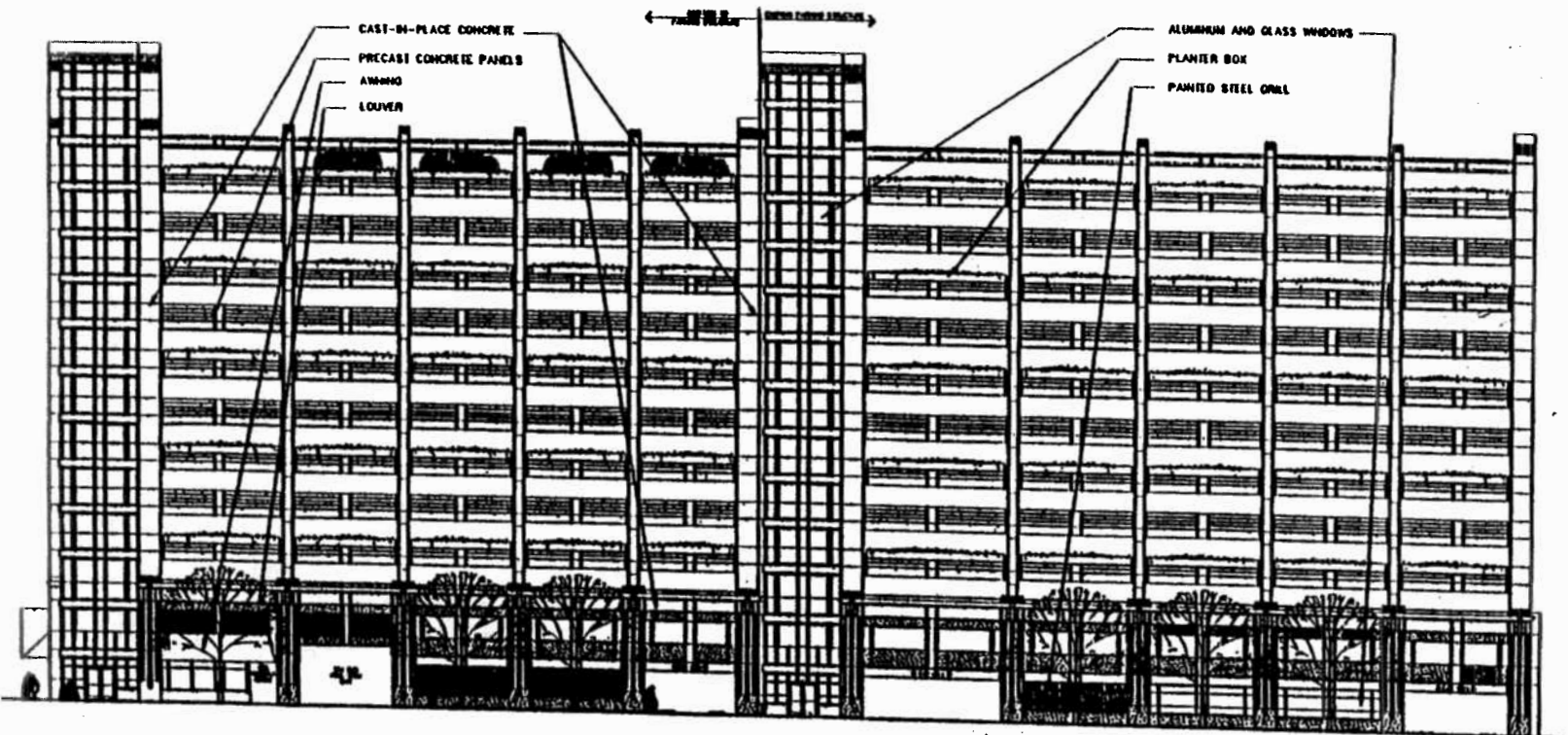


3/28/2001

REPORTS OF COMMITTEES

56515

South Elevation -- Erie Street  
Parking Structure.



3/28/2001

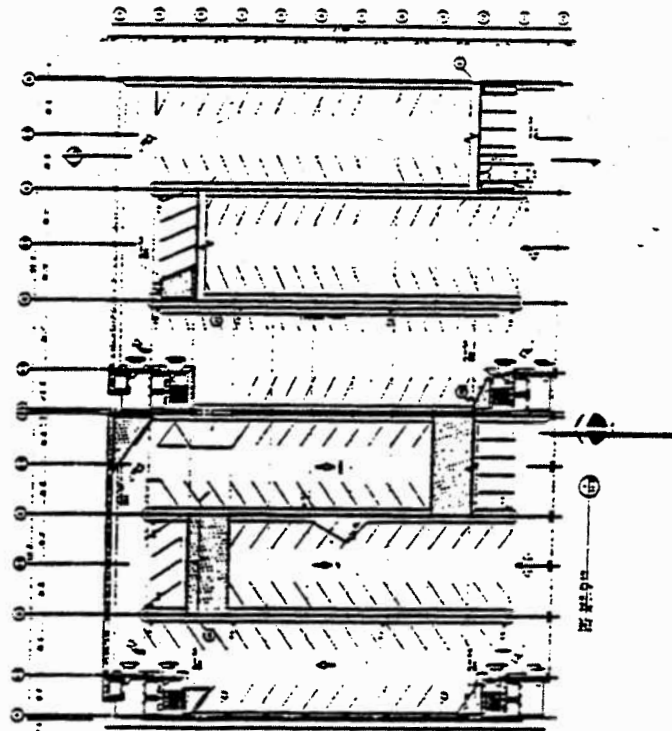
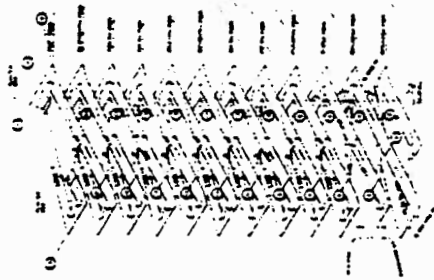
REPORTS OF COMMITTEES

56517

Perspective - Erie Street  
Parking Structure.



Parking Structure Addition.

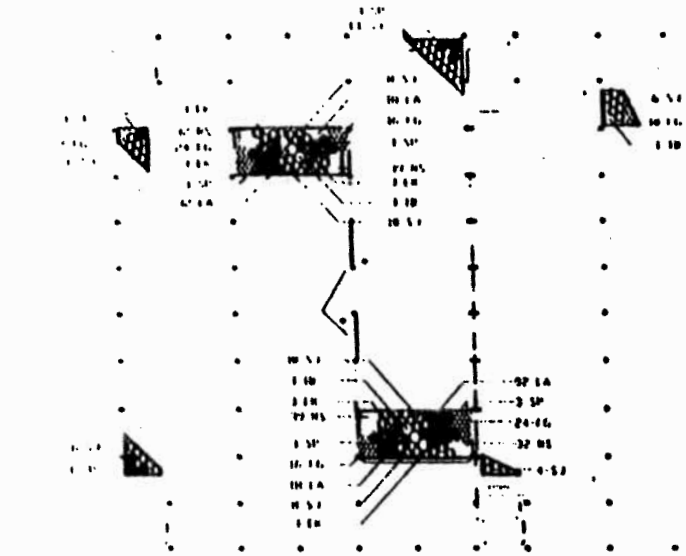


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REPORTS OF COMMITTEES

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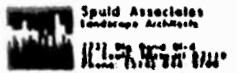
Roof Top Planting Plan.



ROOF TOP PLANTING PLAN

PLANTING LEGEND

SHRUBS					
DES	SCIENTIFIC NAME	COMMON NAME	SIZE	COMMENTS	
SP	Coronilla coronilla	Shrub Coronilla	6' 0" H	5' 0" OC. Per Details D & D	
ER	Eumyrtus laevis	Maritima Eumyrtus	4' 0" H	4' 0" OC. Per Details D & D	
IB	Rosa chinensis	Paeonia officinalis	3' Gal	4' 0" OC. Per Details D & D	
SJ	Juniperus chinensis 'Sargentii'	Sargentii Juniper	3' gal	3' 0" OC. Per Details D & D	
PERENNIALS					
DES	SCIENTIFIC NAME	COMMON NAME	SIZE	SPACING	COMMENTS
LA	Lavandula angustifolia	Lavender	1 Gal	24" H	Per Details, Container Stock
FG	Festuca ovina	Sheep Fescue Grass	1 Gal	24" H	Per Details, Container Stock
RS	Rosa 'Blue Spire'	Russian Rose	1 Gal	18" H	Per Details, Container Stock

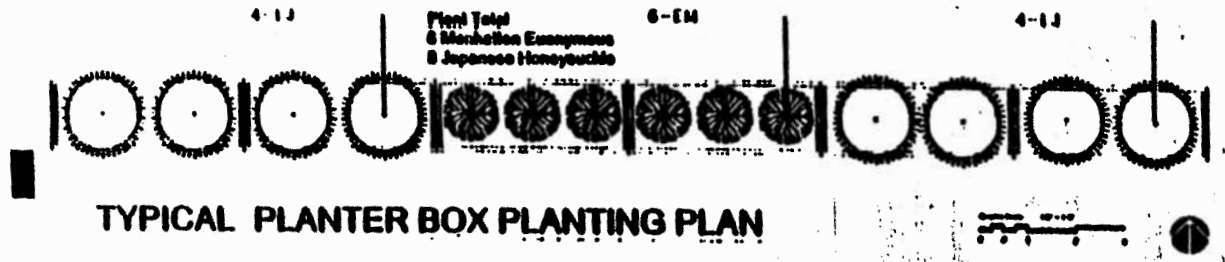




Typical Planter Box Planting Plan --  
Existing Parking Structure.



TYPICAL PLANTER BOX PLANTING PLAN



TYPICAL PLANTER BOX PLANTING PLAN

PLANTING LEGEND

SYMBOLS	SCIENTIFIC NAME	COMMON NAME	SIZE	COMMENTS
1J	<i>Lonicera japonica</i>	Japanese Honeysuckle	2 Gal.	18" D.C.
EM	<i>Euonymus kiautschovicus</i> "Manhollen"	Manhollen Euonymus	2 Gal.	18" T.O.C.



City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

Valerie B. Jarrett  
Commissioner

City Hall, Room 1000  
121 North LaSalle Street  
Chicago, Illinois 60602  
(312) 744-4471 (Voice)  
(312) 744-2578 (TDD)  
(312) 744-6550 (FAX)

July 13, 1994

Mr. C. William Fischer  
Senior Vice President for  
Business and Finance  
Northwestern University  
Rebecca Crown Center  
633 Clark Street  
Evanston, Illinois 60208-1106

Re: Site Plan Submittal for Northwestern  
Memorial Hospital Institutional Planned  
Development No. 3, as Amended.

Proposal: Site Plan Approval for Sub-Area No. E.

Location: An Area Bounded by St. Clair Street,  
East Huron Street, Fairbanks Court and  
East Erie Street.

Dear Mr. Fischer:

We have reviewed the Site/Landscape Plans and Elevations (dated April 15, and May 25, 1994, prepared by Ellerbe Becket/H.O.K.) submitted by you for the New Medical Center to be constructed in Sub-area E of Planned Development No. 3, as Amended. These Plans indicate that the development of Sub-area E will consist of one building comprised of an Ambulatory Care Center and an in-patient facility.

We have determined that the Site/Landscaping Plans and Elevations are consistent with and satisfy the requirements of the Plan of Development. Accordingly, these Sub-area E Site Plan submittals for Institutional Planned Development No. 3, as Amended, are hereby approved as conforming to the Plan of Development approved by the Chicago City Council on June 23, 1993, subject to the Plans and Elevations referenced herein and incorporated as part hereof and subject to the following conditions:

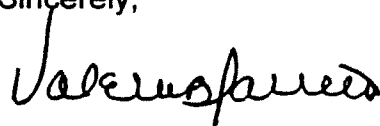
1. The three sky-bridges, proposed to span Huron Street, shall not have an opaque lower chord which exceeds the dimension of the structural member required to support the bridge by more than four inches. Any adjustment to this maximum dimension in order coordinate with the fenestration on the Medical Center shall be subject to the review and approval



of the Department of Planning and Development during the Part II submittal process.

2. At the time building permits are applied for, a second row of trees along St. Clair Street shall be included as part of the Landscape Design for the project if they will not interfere with the use of the tenant space on the first floor.

Sincerely,

A handwritten signature in black ink, appearing to read "Valerie B. Jarrett". The signature is written in a cursive, flowing style.

Valerie B. Jarrett  
Commissioner

(Continued from page 34573)

the exception of Application Numbers 11099 and 11035 for which I request immediate passage because time is of the essence.

Respectfully submitted,

(Signed) WILLIAM J. P. BANKS,  
*Chairman.*

On motion of Alderman Banks, the said proposed ordinances transmitted with the foregoing committee report were *Passed* by yeas and nays as follows:

*Yeas* -- Aldermen Mazola, Haithcock, Tillman, Preckwinkle, Bloom, Steele, Beavers, Dixon, Shaw, Buchanan, Huels, Fary, Burke, Jones, Coleman, Murphy, Rugai, Troutman, Evans, Munoz, Laski, Miller, Ocasio, Watson, E. Smith, Burrell, Bialczak, Gabinski, Mell, Austin, Wojcik, Banks, Giles, Allen, Laurino, O'Connor, Doherty, Natarus, Eisendrath, Hansen, Levar, Shiller, Schulter, M. Smith, Moore, Stone -- 46.

*Nays* -- None.

Alderman Beavers moved to reconsider the foregoing vote. The motion was lost.

The following are said ordinances as passed (the italic heading in each case not being a part of the ordinance):

---

*Reclassification Of Area Shown On Map Number 1-E.*  
(As Amended)

*Be It Ordained by the City Council of the City of Chicago:*

SECTION 1. That the Chicago Zoning Ordinance be amended by classifying as Institutional Planned Development No. 3, as amended (1962, 1975, 1993), instead of Institutional Planned Development No. 3, as amended (1962, 1975) as shown on Map No. 1-E in the area bounded by:

East Chicago Avenue; North Lake Shore Drive; East Huron Street; North Fairbanks Court; East Erie Street; North St. Clair Street; East Superior Street; a line 416 feet west of North Fairbanks Court; the alley next north of and parallel to East Superior Street; and a line 466 feet west of North Fairbanks Court

; and

to classify as Institutional Planned Development No. 3, as amended (1962, 1975, 1993), instead of a C3-6 Commercial-Manufacturing District, as shown on Map No. 1-E in the area bounded by:

East Chicago Avenue; North Lake Shore Drive; East Huron Street; North Fairbanks Court; East Erie Street; a line 328 feet east of North Fairbanks Court; East Ontario Street; North Fairbanks Court; a line 109 feet north of East Ontario Street; a line 128 feet east of North Fairbanks Court; East Erie Street; North St. Clair Street; East Superior Street; a line 416 feet west of North Fairbanks Court; the alley next north of and parallel to East Superior Street; and a line 466 feet west of North Fairbanks Court,

which is hereby established in the area described above, subject to such use and bulk regulations as are set forth on the Plan of Development herewith attached and made a part hereof and to no others.

SECTION 2. This ordinance shall be in force and effect from and after its passage.

Plan of Development attached to this ordinance reads as follows:

11035

*Institutional Planned Development Number 3*

*As Amended (1962, 1975 And 1993).*

*Plan Of Development Statements.*

1. The area delineated herein as Institutional Planned Development No. 3, as amended (1962, 1975, 1993), consists of approximately

917,389 square feet (21.03 acres) of property which is depicted on the attached Property Line and Right-of-Way Adjustment Map (the "Property"). Title to the Property is owned by Northwestern University or by Northwestern Memorial Hospital or its affiliates (hereinafter referred to as "N.M.H.") and, for the purposes of Institutional Planned Development No. 3, as amended (1962, 1975, 1993), controlled, for zoning purposes, by Northwestern University (herein referred to as "N.U." or the "Applicant"). All required disclosures are contained within the Economic Disclosure statement filed with the City of Chicago in accordance with the applicable requirements.

2. All applicable official reviews, approvals or permits are required to be obtained by the Applicant.
3. The requirements, obligations and conditions contained within Institutional Planned Development No. 3, as amended (1962, 1975, 1993), shall be binding upon the Applicant, its successors and assigns and, if different than the Applicant, the legal title holders and any ground lessors. All rights granted hereunder to the Applicant shall inure to the benefit of the Applicant's successors and assigns and, if different than the Applicant, the legal title holder and any ground lessors. Furthermore, pursuant to the requirements of Section 11.11-1 of the Chicago Zoning Ordinance, the Property, at the time applications for amendments, modifications or changes (administrative, legislative or otherwise) to this Institutional Planned Development No. 3, as amended (1962, 1975, 1993), are made, shall be under single ownership or under single designated control. Single designated control for purposes of this paragraph shall mean that any application to the City for any amendment to this Institutional Planned Development No. 3, as amended (1962, 1975, 1993), or any other modification or change thereto (administrative, legislative or otherwise) shall be made or authorized by Northwestern University.

Nothing herein shall be construed to mean that any individual owner or any ground lessors of the Property or any portion thereof is relieved of obligations imposed hereunder or rights granted herein or is not subject to City action pursuant to this Institutional Planned Development No. 3, as amended (1962, 1975, 1993). In addition, nothing herein shall prohibit or in any way restrict the alienation, sale or any other transfer of all or any portion of the Property or any rights, interests or obligations therein. Upon any alienation, sale or any other transfer of all or any portion of the Property or the rights therein, except any assignment or transfer of rights pursuant to a mortgage or otherwise as collateral for any indebtedness, and solely with respect to the portion of the Property so transferred, the term "Applicant" shall be deemed amended to apply to the transferee thereof (and its beneficiaries if such transferee is a land trust) and

the seller or transferor thereof (and its beneficiaries if such seller or transferor is a land trust) shall thereafter be released from any and all obligations or liability hereunder.

4. The property within the Institutional Planned Development No. 3 boundaries, as amended (1962, 1975, 1993) is divided into three zones and six subareas as depicted on the Property Line and Right-of-Way Adjustment Map and as indicated below:

Zone I: Existing Subareas A, B and C;

Zone II: Existing Subarea D and new Subarea F; and

Zone III: Existing Subarea E.

5. This Plan of Development consists of 18 Statements; an Existing Land Use Area Map; a Property Line and Right-of-Way Adjustment Map; an Existing Zoning and Street Map; a Generalized Land Use Plan; a Superior Garage Site Plan; an Erie/Fairbanks Garage Site Plan; an Overall Site Plan (conceptual); a Hospital/A.C.C. Site Plan (conceptual); Hospital/A.C.C. Massing Diagram (conceptual); an Overall Landscape Plan (conceptual); a Hospital/A.C.C. Landscape Plan (conceptual); a Superior Garage Landscape Plan; an Erie/Fairbanks Garage Landscape Plan; North, South and West Elevations of the Huron/St. Clair Parking Facility (the "Superior Garage"); North, South and West Elevations of the Erie/Ontario Parking Facility (the "Erie/Fairbanks Garage"); a Use and Bulk Regulation Data Sheet; and a Traffic Management Plan. These and no other zoning controls shall apply to the Property. This Institutional Planned Development No. 3, as amended (1962, 1975, 1993), conforms to the intent and purpose of the Chicago Zoning Ordinance, Title 17 of the Municipal Code of Chicago, and all requirements thereof, and satisfies the established criteria for approval as a planned development.

6. The following uses shall be permitted on the Property subject to the restrictions in Statement 13 and in the Use and Bulk Regulations Data Sheet:

Zone I

Subarea A: Educational, Residential, Research, Medical, Dental, Legal and Accessory Uses.

Subarea B: Educational, Hospital, Institutional Residential, Research, Medical, Dental and Accessory Uses.

Subarea C: Educational, Hospital, Residential, Professional Offices, Research, Medical, Dental and Accessory Uses.

#### Zone II

Subarea D: Educational, Hospital, Research, Medical, Dental, Accessory Parking and Accessory Uses.

Subarea F: Accessory Parking.

#### Zone III

Subarea E: Hospital, Professional Medical Offices, Research, Medical, Accessory Parking and Accessory Uses.

7. **Business and business identification signs and temporary signs shall be permitted within Institutional Planned Development No. 3, as amended (1962, 1975, 1993) subject to the review and approval of the Department of Planning and Development. Advertising signs shall not be permitted.**
8. **Any dedication or vacation of streets, alleys or easements in the public way or any adjustment of rights-of-way shall require a separate submittal on behalf of the Applicant and approval by the City Council.**
9. **Any service drive or other ingress or egress shall be adequately designed and paved, in accordance with the regulations of the Department of Transportation in effect at the time of construction and in compliance with the Municipal Code of the City of Chicago, to provide ingress and egress for motor vehicles, including emergency vehicles. The plan for vehicular ingress and egress shall be subject to the review and approval of the Bureau of Traffic Engineering and Operations and of the Commissioner of Planning and Development.**
10. **In addition to the maximum heights of the buildings and any appurtenance attached thereto prescribed in this Institutional Planned Development No. 3, as amended (1962, 1975, 1993), the height of the improvements and any appurtenance attached thereto also shall be subject to:**

(A) Height limitations as certified and approved by the Federal Aviation Administration; and

(B) Airport zoning regulations as established by the Department of Planning, Department of Aviation and Department of Law and approved by the City Council.

11. Institutional Planned Development No. 3, as amended (1962, 1975, 1993), shall be subject to the "Rules, Regulations and Procedures Related to Planned Development Amendments" as promulgated by the Commissioner of the Department of Planning and Development and in effect on the date hereof.
12. For purposes of maximum Floor Area Ratio (F.A.R.) calculations, the definitions in the Chicago Zoning Ordinance shall apply; provided, however, that in addition to the other exclusions from Floor Area for purposes of determining F.A.R. permitted by the Chicago Zoning Ordinance, all floor area devoted to mechanical equipment in excess of 5,000 square feet in a single location, regardless of placement in the building, shall be excluded.
13. The improvements on the Property, including the on-site exterior landscaping, the landscaping along the adjacent rights-of-way and all entrances and exits to and from the parking and loading areas, shall be designed, constructed and maintained in substantial conformance with the Plans, Maps, Site Plans, and Exhibits described in Statement 5. In addition, the improvements on the Property shall be subject to the following regulations:
  - A. In Zone I (Subareas A, B and C), the location of any skybridge or tunnels shall be in substantial conformity with the Generalized Land Use Plan.
  - B. In Zone II (Subareas D and F):
    - (1) Landscaping: Any parkway trees shall be installed and maintained in general accordance with the Parking Garage Site Plans, the Landscape Plans and the parkway tree planting provisions of the Chicago Zoning Ordinance and corresponding guidelines and regulations. A landscaped pedestrian connection shall be provided adjacent to the Subarea D and Subarea F parking garages in the locations depicted on the Landscape Plans for those garages. Such pedestrian connections shall be graded, planted (with grass and trees or ornamental plantings) and lit.

The C.T.A. bus turnaround depicted on the Erie/Fairbanks Garage Landscape Plan shall be landscaped in general conformance with such Landscape Plan. In addition, dense hedges shall be planted along the Ontario Street frontage of the turnaround area.

- (2) **Curb-cuts:** Private roadways, driveways, entrances to off-street parking and to loading docks, and all other facilities requiring curb-cuts shall be located to minimize conflicts with on-street traffic and with pedestrian circulation. No curb-cut shall be located within 10 feet of any property line and within 10 feet of any other curb-cut. All such curb-cuts shall be constructed in accordance with the standards of the City of Chicago. No automobile entrances shall be permitted on St. Clair Street.
- (3) **Loading:** Off-street loading shall be provided in accordance with Statement 13 (B) (8) and with the garage Site Plans attached hereto.
- (4) **Parking:** Parking spaces required under this Planned Development may be designed to accommodate compact cars. Up to 75 neighborhood residential parkers will be accommodated in the Subarea F garage at market rates on a monthly basis. A minimum of 2% of spaces shall be designed and designated for handicapped use.
- (5) **Circulation:** Parking space layout, loading access, private roadway vehicular circulation routes, private pedestrian circulation routes, parking structure operational design and the location and design of curb-cuts at public streets shall be designed and constructed in substantial accordance with the garage Site Plans attached hereto. Private north/south, mid-block pedestrian connections shall be provided as depicted on the Superior Garage Landscape Plan and the Erie/Fairbanks Garage Landscape Plan attached hereto.
- (6) **Skybridges and Tunnels:** Any skybridge or tunnel shall be designed and constructed in accordance with the Superior Garage Site Plan, the Generalized Land Use Plan, and Statement 13 (C) (2) (E).

- (7) **Design Compatibility:** The Applicant, its successors and assigns, shall make reasonable efforts to design and construct the garage permitted in Subarea D in a manner that is compatible with the improvements permitted in Subarea E. The Commissioner of Planning and Development shall determine whether the improvement on Subarea D complies with the requirement for compatibility during the site plan review process for Subarea E provided for in Statement 15 herein and, if necessary, may require the addition of architectural elements to the Subarea D garage after the issuance of any required permits and/or licenses necessary for its operation. Costs related to such architectural elements, if any, shall be limited to the lesser of 1% of total construction costs for the Subarea D garage (excluding auxiliary power requirements, medical gas or other mechanical or electrical facilities intended to primarily serve the Subarea E improvements and substructure costs) or \$250,000.00. Any such determination made by the Commissioner of the Department of Planning and Development may be reviewed by the Chicago Plan Commission and the City Council as in the manner prescribed for amendments to this Planned Development Ordinance as provided for in Title 17 of the Municipal Code.
- (8) **Traffic Management:** The applicant acknowledges that the development of the medical facilities and parking garages will have unique traffic-generation and parking characteristics which will require diligent and on-going operation controls to minimize the impact of the development on the surrounding traffic network. Accordingly, the Applicant shall be responsible for implementing certain operational controls over parking and traffic activity expected to occur adjacent to these facilities, especially near the St. Clair Street truck dock entrance to the Superior Garage. These operational controls are set forth in the "Traffic Management Plan" ("T.M.P.") attached to this Planned Development and shall become effective after the issuance of the first Certificate of Occupancy for the parking garage proposed within Subarea D, excluding those provisions relating to the operation of the loading dock and ramp entrance, which provisions shall become effective upon the date the truck loading dock entrance is operational. The T.M.P. shall be revised to include (a) a requirement for the installation of traffic control signals at the

intersection of Huron and St. Clair and the intersection of Fairbanks and Erie on or before the issuance of an Occupancy Permit for the improvements proposed for Subarea D, the sole cost of which shall be assumed by the Applicant, and (b) a requirement for mitigation of pedestrian/vehicle conflict on Huron between the hospital and the Subarea D parking garage, as deemed appropriate by C.D.O.T.. The T.M.P. shall be deemed an integral part of this Planned Development. The Applicant's compliance with the T.M.P. shall be a requirement of this Planned Development Ordinance, as amended.

In order to assure the T.M.P.'s effectiveness, the Department of Transportation may request that the Applicant submit to the Commissioner of the Department of Transportation (with a copy to the Commissioner of Planning and Development) a report describing the past year's traffic and parking activity and assessing the effectiveness of the various provisions of the T.M.P. and any recommended modifications thereto. Additionally, the Applicant, or its designated representative, shall cooperate with the City and with applicable transit agencies in the on-going review and updating of the T.M.P..

In the event the Department of Transportation determines that the measures taken as part of the Traffic Management Plan do not prove effective, and, in particular, blockage of any Circulator operations or traffic on St. Clair Street results from the loading dock operation, the Chicago Department of Transportation may request additional traffic management or control measures as needed to mitigate or eliminate traffic interference. The Applicant shall be responsible for making any modifications to the T.M.P. and for implementing any additional traffic management or control measures reasonably required by the Department of Transportation and the Department of Planning and Development.

Modifications to the T.M.P. may be made at any time with the approval of the Commissioner of the Department of Transportation and the Commissioner of the Department of Planning and Development and shall automatically become part of this Plan of Development. Such modifications and approvals

shall be kept on file with the Department of Transportation and the Department of Planning and Development.

C. In Zone III (Subarea E), the following regulations shall apply:

(1) **Building Character and Scale.** The project will be designed so that it is compatible with the existing Northwestern Campus buildings. Scale, massing, articulation, setbacks, materials, color, texture, lighting, fenestration and other architectural devices will be used to avoid a monotonous and blank appearance. Further, the building's mass will be designed in such a way as to distinguish its uses and constituents. Exterior walls visible from any public way shall be designed and constructed to avoid a monotonous and blank appearance through the use of texture and detail on windows, openings, projects, recesses, offsets or other architectural devices. Special attention shall be given to achieve an interesting building design at the pedestrian level through landscape elements, articulation of surface forms and texture, expression of the structural rhythm and architectural detail. Further, to the extent active uses within the building are located toward the periphery, where appropriate, windows and entrances are encouraged at grade level along the public way. Further, established circulation and public space patterns at street level shall be respected and architectural datums such as cornices, fenestration and setbacks that are present in the immediate vicinity shall be recognized in the design of the building.

(2) **Building Form.** The building shall be developed with a distinct base, body and top.

(A) **Base.**

The building base shall, to the extent compatible with the interior function of the building, be designed to reinforce existing street walls and enhance the design and usefulness of at grade open spaces. At grade open spaces shall be provided at the general

locations identified on the Hospital/A.C.C. Landscape Plan. The base shall be highly detailed and articulated at the pedestrian level and within at grade setbacks. There shall be a minimum building setback of 15 feet at grade on St. Clair Street and a minimum setback of 15 feet at grade on Fairbanks Court. These areas shall be designed as usable open spaces. Setbacks at the northwest corner of the Ambulatory Care Center ("A.C.C.") shall be generally compatible with building and open space conditions at the parking garage on Subarea D. Other corner setbacks on the A.C.C. shall be provided to mitigate wind conditions where necessary and to the extent feasible provide enhanced open space and opportunities. Design of the northeast corner of the in-patient hospital ("I.P.H.") building shall, if feasible, provide for a compatible transition with setback areas to the north.

(B) Body.

The body of the building will incorporate setbacks, cornices and other architectural devices to avoid a monotonous and blank appearance. The A.C.C. and I.P.H. shall form separate towers spaced approximately 52 -- 65 feet apart above a level of 145 feet above grade. Upper level setbacks shall occur on the in-patient hospital building 145 feet above grade, or higher, as described on the A.C.C./Hospital Massing Diagram. These upper-level setbacks shall conform with the following ranges:

15 -- 30 feet deep on the eastern face of the in-patient tower, 15 -- 30 feet deep on the west side of the in-patient tower, and on the south face of the in-patient tower, a setback in the range of 75 -- 95 feet wide and 50 -- 75 feet deep. In addition, upper-level setbacks shall be provided on the east and west faces of the A.C.C. tower, 395 feet above grade or higher, such setbacks to be 5 -- 25 feet in depth. Setbacks and/or horizontal

reference lines which occur primarily above the building base shall be designed to maximize dispersal of natural light and circulating air.

(C) Roof Top.

- (i) The building crown shall be distinctive and designed to integrate fully and screen all mechanical systems customarily placed on rooftops within an architectural enclosure concealing them from view particularly from higher surrounding buildings. Mechanical equipment will be concealed or integrated into the architectural design.

(D) Horizontal Projections.

Horizontal projections (such as balconies, loggias or terraces) shall be permitted within required building setbacks; provided, however, that upper-level building projections shall not be permitted within 8 feet of the St. Clair Street property line. Canopies, awnings, cornices and similar projections shall be allowed provided they do not in any way obstruct the public way. Skybridges shall be allowed only as expressly provided in this Planned Development.

(E) Skybridges And Tunnels.

Skybridges shall be designed to be as transparent and unobtrusive as possible and shall be compatible with the architectural style, color and materials of the A.C.C. and in-patient hospital buildings. The proposed skybridge between the Ambulatory Care Center and the Subarea D garage shall be located not less than  $\pm$  48 feet from the St. Clair Street property line, subject to adjustments for reasons set forth in the Use and Bulk Regulation Data Sheet.

The existing double-decked skybridge over Superior Street and the existing upper level of the skybridge over Fairbanks Court shall be removed within twelve (12) months of the completion of and issuance of a Certificate of Occupancy for the A.C.C. and the In-Patient Hospital ("I.P.H."). All other skybridges crossing the public way and existing on or before the date of this 1993 Planned Development amendment shall be painted a lighter color more compatible with surrounding buildings as soon as is reasonably feasible. Applicant shall not, however, be required to paint the skybridge to the Veterans Hospital if Applicant is unable to obtain permission from the Veterans Administration.

(3) Loading Docks.

Loading docks for the A.C.C./Hospital will be fully contained below grade on Parcel D and will be connected to the Hospital and Ambulatory Care Center via below grade tunnels.

(4) Materials.

- (A) The base shall be predominantly constructed of quarried stone, architectural pre-cast concrete, slightly tinted, clear or patterned glass in punched openings or curtain walls. Ornamental metals may be used for street level glazing. All street level glazing adjacent to active interior space shall be clear or slightly tinted.

Above the base level materials shall be compatible with those used in the base, and with neighboring buildings as well. Natural stone, pre-cast concrete and/or brick are the preferred cladding materials. Tinted or clear glass shall be used. Ornamental metals, patterned glass and spandrel glass are encouraged as accents. Articulated curtain wall in combination with natural stone, pre-cast concrete and/or brick is permitted.

## (5) Color.

Extreme color contrast, broad applications or bright highlight colors are discouraged. Stone colors shall be limited to light to medium warm neutral colors. Glass and metal colors shall be light to medium tones. Contrast may be accomplished by using darker cladding materials as accents.

## (6) Lighting.

Base level lighting shall address a variety of functions. More intense, but directed lighting shall be provided at public entries, drop-offs, pedestrian ways, etc., for clarity and security purposes. Base level facade and landscape lighting will be softer in nature. The use of lighting to highlight architectural features is strongly encouraged; however, lighting shall not beam directly into windows of other buildings.

## (7) Landscaping.

In addition to the provision of parkway trees, as required by the Chicago Zoning Ordinance, the following additional landscape improvements shall be made:

(A) Required setback areas along St. Clair Street shall be landscaped to reflect the character and density of landscaping on the west side of St. Clair Street. Additional landscaping is encouraged in corner setback areas.

(B) Required setback areas along Fairbanks Court shall be landscaped. Seating shall be provided in appropriate amounts and locations so as to encourage use by pedestrians along Fairbanks Court. The Applicant shall install similar landscaped areas on the west side of Fairbanks Court adjacent to the Health Sciences Building and on the east side of Fairbanks Court adjacent to the Veterans Administration Hospital (subject to the approval of the V.A.), so as to

create a more unified and integrated streetscape appearance.

(8) Paving.

Decorative paving patterns and materials are encouraged. However, paving materials shall be compatible with existing paving materials within the Northwestern Campus. All paving design shall comply with requirements for disabled accessibility.

(9) Street Furniture.

Light standards, sidewalks, curbing and flagpoles proposed within public spaces shall be compatible with those presently existing in the Northwestern Campus.

(10) Circulation.

Buildings and uses shall be provided with vehicular and pedestrian access to a public roadway. Private roadway vehicular circulation and private pedestrian circulation routes, if any, and the location and design of any curb-cuts at public streets shall be designed and constructed in accordance with the Generalized Land Use Plan, and shall promote a safe, efficient, appropriate and beneficial design. A private north/south, mid-block pedestrian and vehicular connection shall be provided as generally depicted on the Hospital/A.C.C. Site Plan.

(11) Private Roadways.

A private roadway shall mean any private drive or way located on private property which is designed and intended for use as vehicular access to uses located therein. Private roadways shall be designed and paved in compliance with the Municipal Code of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. Fire lanes, if required within the private roadways, shall be designed and paved to provide access and egress for emergency vehicles. No parking except for loading and unloading of pedestrians shall be permitted

within such fire lanes. All private roadways shall be reasonably accessible to private pedestrian use but need not be made available to the general public. Any private roadways shall be designed and configured to provide direct and coherent pathways to public streets.

(12) Curb-cuts.

Private roadways, driveways, entrances to off-street parking and to loading docks, and all other facilities requiring curb-cuts shall be located to minimize conflicts with on-street traffic and with pedestrian circulation. No curb-cut shall be located within 10 feet of any property line and no curb-cut shall be located within 10 feet of any other curb-cut. All such curb-cuts shall be constructed in accordance with the standards of the City of Chicago.

14. The terms, conditions and exhibits of this Plan of Development may be modified, administratively, by the Commissioner of the Department of Planning upon the request of the applicant and after a determination by the Commissioner of the Department of Planning that such modification is minor, appropriate and consistent with the nature of the improvements contemplated by this Planned Development No. 3, as amended (1962, 1975, 1993) and will not result in increasing the maximum floor area ratio for the total Property established by this Planned Development. Any such modification by the Commissioner of the Department of Planning shall be deemed to be a minor change in Institutional Planned Development No. 3, as amended (1962, 1975, 1993) as contemplated by Section 11.11-3(c) of the Chicago Zoning Ordinance. Notwithstanding the provisions of subclauses (4) and (5) of Section 11.11-3(c) of the Chicago Zoning Ordinance, such minor changes may include a reduction in the minimum required distance between structures, a reduction in periphery setbacks or an increase in the maximum percent of land covered.
15. Prior to issuance by the Department of Planning of a determination pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance ("Part II approval") for any development of Zone III (Subarea E), a site plan for the proposed development shall be submitted to the Commissioner for approval. Site plan approval is intended to assure that specific development proposals conform with this Institutional Planned Development No. 3, as amended (1962, 1975, 1993), and to assist the City in monitoring on-going development. A site plan shall be submitted for development of all or any part of Zone III.

Such site plan need only include the area within Zone III, and immediately adjacent public rights-of-way, for which approval is being sought by the Applicant. No Part II approval upon Zone III shall be granted until an applicable site plan has been approved.

If a site plan substantially conforms with the provisions of this Institutional Planned Development No. 3, as amended (1962, 1975, 1993), the Commissioner shall issue written approval thereof to the Applicant within thirty (30) days of submission of the completed application. If the Commissioner determines within said thirty (30) day period that the site plan does not substantially conform with the provisions of this Institutional Planned Development No. 3, as amended (1962, 1975, 1993), the Commissioner shall, within fourteen (14) days from the expiration of said thirty (30) day period, advise the Applicant, in writing, regarding the specific reasons for such adverse determination and the specific areas in which the site plan does not conform to the provisions of this Institutional Planned Development No. 3, as amended (1962, 1975, 1993), the Commissioner shall thereafter review any resubmission and make a final written determination, in writing, to the applicant for such site plan within 14 days of receipt of the resubmission. Following approval of a site plan by the Commissioner, the site plan shall be kept on permanent file with the Commissioner and shall be deemed to be an integral part of this Institutional Planned Development No. 3, as amended (1962, 1975, 1993).

After approval of a site plan by the Commissioner, the approved site plan may be changed or modified pursuant to the provisions of Statement No. 14 hereof. In the event of any inconsistency between an approved site plan and the terms of this Institutional Planned Development No. 3, as amended (1962, 1975, 1993) in effect at the time of approval of such site plan or of the modifications thereto, the terms of this Institutional Planned Development No. 3, as amended (1962, 1975, 1993) shall govern.

A site plan shall, at a minimum, provide the following information:

- (a) Boundaries of the development parcel or parcels;
- (b) Building footprint;
- (c) Dimensions of all setbacks;
- (d) Location and depiction of all parking spaces (including relevant dimensions);
- (e) Location and depiction of all loading berths (including relevant dimensions);

- (f) All drives, roadways, and vehicular routes;
- (g) All landscaping (including species and size);
- (h) All pedestrian circulation routes and points of ingress/egress (including sidewalks);
- (i) All site statistics applicable to the development parcel or parcels including:
  - (1) Floor area and floor area ratio as represented on submitted drawings;
  - (2) Number of parking spaces provided;
  - (3) Number of loading berths provided; and
  - (4) Uses or development of parcels;
- (j) Parameters of the building envelope including:
  - (1) Maximum building height; and
  - (2) Setbacks and vertical setbacks, required and provided.

A site plan shall include such other information as may be necessary to illustrate conformance with this Institutional Planned Development No. 3, as amended (1962, 1975, 1993), including, without limitation, building elevations.

16. The Applicant acknowledges that it is in the public interest to design, construct and maintain all buildings in a manner which promotes and maximizes the conservation of energy resources. The Applicant shall use reasonable efforts to design, construct and maintain all newly constructed buildings located within this Planned Development in an energy efficient manner, generally consistent with the most current energy efficiency standards published by the American Society of Heating, Refrigeration and Air-Conditioning Engineers ("A.S.H.R.A.E.") and the Illuminating Engineering Society ("I.E.S.").

17. No Heliport is planned. Any future proposed heliport will conform with the Federal Aviation Administration and the State of Illinois Department of Aeronautics regulations, and will require the amendment of this Planned Development.
18. Unless substantial construction of the proposed medical facilities and parking garages contemplated with Subareas D, E and F of this Planned Development Ordinance amendment has commenced within ten years following adoption of this Planned Development Ordinance amendment, and is diligently pursued, then this 1993 Planned Development Ordinance amendment shall expire as to the uncompleted portion; provided, however, that if the City Council amends the Chicago Zoning Ordinance to provide for a shorter expiration period which is applicable to all planned developments, then this 1993 Planned Development Ordinance amendment shall expire upon the expiration of such shorter time period as provided by any such amendatory ordinance (the first day of which as applied to this Planned Development shall be the effective date of the amendatory ordinance). If this 1993 Planned Development Ordinance amendment expires under the provision of this section, then the zoning of the portion of the property located within Subareas D and E shall automatically revert to Planned Development No. 3, as amended on July 16, 1975 and, the zoning within Subarea F shall automatically revert to C3-6.

[Existing Land Use Area Map, Property Line and Right-of-Way Adjustment Map, Existing Zoning and Street Map, Generalized Land Use Plan, Superior Garage Site Plan, Erie/Fairbanks Garage Site Plan, Overall Site Plan, Hospital/A.C.C. Site Plan, Hospital/A.C.C. Massing Diagram, Overall Landscape Plan, Hospital/A.C.C. Landscape Plan, Superior Garage Landscape Plan, Erie/Fairbanks Garage Landscape Plan, Superior Garage Elevations and Erie/Fairbanks Garage Elevations attached to this Plan of Development printed on pages 34624 through 34641 of this Journal.]

Use and Bulk Regulation Data Sheet and Traffic Management Plan attached to this Plan of Development read as follows:

*Institutional Planned Development No. 3, As Amended  
(1962, 1975 And 1993).*

*Use And Bulk Regulations Data Sheet.*

Subarea	Net Area	Permitted Uses	Max. F.A.R.	Max. % Land Cov.	Min. Periphery Setbacks	Min. Distance Between Bldg. If Applicable
A	247,715 s.f. 5.69 acres	Educational, Residential Research, Medical, Dental, Legal and Accessory Uses	9.9	85	6' along Chicago Av. 22' along L.S.D.	
B	233,393 s.f. 5.35 acres	Educational, Hospital, Institutional Residential Research, Medical, Dental and Accessory Uses	9.5	85	20' along L.S.D.	25' between patient windows
C	116,650 s.f. 2.67 acres	Educational, Hospital, Residential, Professional Offices, Research, Medical, Dental and Accessory Uses	9.7	90	0' along Chicago Av.	25' between patient windows
D	130,983 s.f. 3.0 acres	Educational, Hospital, Research, Medical, Dental, Accessory Parking and Accessory Uses	2.4	90	0	
E	130,994 s.f. 3.0 acres	Hospital, Professional Offices, Research, Medical Accessory Parking and Accessory Uses	18.5	97	15' min. along St. Clair St. 15' min. along Fairbanks Ct.	

Subarea	Net Area	Permitted Uses	Max. F.A.R.	Max. % Land Cov.	Min. Periphery Setbacks	Min. Distance Between Bldg. If Applicable
F	57,664 s.f. 1.32 acres	Accessory Parking and Public Transit Uses	0.0	95	0	
<b>TOTAL:</b>	<b>917,389 s.f.</b> <b>21.03 acres</b>		<b>10.00</b>	<b>85</b>		

Gross site area = Net site area (21.03 acres) plus public rights-of-way (10.39 acres) = 31.42 acres.

Maximum permitted F.A.R. for total net site area: 10.0.

Maximum percent of land covered (for total net site area): 85%.

#### Existing Peak Population

1. Number of hospital beds: 920.
2. Number of attending physicians: 1,000.
3. Number of employees: 4,000.
4. Number of students: 5,287 (full and part time).

Minimum number of off-street parking spaces: 2,814.

Minimum number of off-street loading spaces shall be provided in accordance with the R8 General Residence District classification of the Chicago Zoning Ordinance subject to the review of the Department of Transportation and approval by the Department of Planning and Development.

Minimum distances between end face walls: 20 feet.

The location of the bridge connection between the Subarea D parking garage and the Ambulatory Care Center, and Setback and Yard requirements may be adjusted if necessary because of compelling architectural, engineering or

patient care reasons, subject to the approval of the Department of Planning and Development.

The above noted regulations relate to the ultimate development within the Planned Development Area. Interim stages of development may exceed these permitted standards, subject to the approval of the Department of Planning and Development.

The public parking structures proposed for Subareas D and F are assigned a 0.0 F.A.R. because they are intended to provide accessory parking for uses within the Planned Development and other medical uses related thereto. A parking structure will be considered as an accessory parking facility if it provides a minimum of 50% of the spaces contained therein for accessory parking.

*Traffic Management Plan.*

*Northwestern University*

*Amendment To Institutional Planned Development No. 3.  
(As Amended 1962, 1975 And 1993)*

*Northwestern University/Northwestern Memorial  
Hospital Redevelopment.*

I. Overview.

Northwestern Memorial Hospital has developed a Truck Service/Traffic Management Plan to mitigate and eliminate the possibility of trucks waiting off-site on Superior or St. Clair Streets.

The purpose of this document is to both analyze the truck service and loading dock facilities provided for the N.U./N.M.R. Redevelopment Project, as well as provided a truck service/traffic management plan to enforce operation of the loading dock facility. The goal of this plan is to create a set of procedures employing both personnel and equipment which will eliminate the potential for truck queuing on St. Clair or Superior Streets.

Additional information regarding traffic, parking and transit impact can be found in the Traffic and Parking Impact Study dated March, 1993 prepared by B.R.W., Inc. the project traffic and transportation consultant.

The existing hospital facility truck service requirements involve over 85 service and loading vehicles utilizing 4 dock facilities. These existing facilities are located in Prentice-Stone/Wesley/Olson/Passavant.

The proposed Redevelopment Project plans to construct 10 off-street loading berths (as required by function of the building program) and in addition, 10 van spaces are proposed.

One of the main intents of the Redevelopment Project is to consolidate existing and proposed service dock and loading facilities into one central location.

The central service/loading facilities have been located in the basement of the Superior Parking Facility on Sub-Parcel D. (See Exhibit 1.0). Below grade tunnel access linking the medical facility will be provided thus minimizing conflicts with vehicles and pedestrians at street level.

Access to the service/loading facility is located on St. Clair Street, away from the main Medical Center vehicular and pedestrian entrances on Huron Street. This will discourage truck traffic from penetrating Huron and Superior Streets, thereby minimizing potential conflicts with vehicles and pedestrians. It is also separate from the Emergency Room entry, which is located on Erie Street in order to minimize the possibility of conflict between truck and emergency vehicles.

## II. Existing Service Vehicle/Loading Dock Operations.

Kowalski-Dickow and Associates (the Materials Management Consultant for this Project) has prepared a report which analyzed Medical Center service/loading facilities.

Based on these observations, the four existing loading dock facilities averaged 85 vehicles per day.

- Sixty-two (62) of these vehicles were trucks, including step vans, straight trucks and tractor trailers made up of supply deliveries (47), linen deliveries (3), food deliveries (10), and Just-In-Time/stockless deliveries (2). On average 59 (or 95%) of these vehicles arrived between the hours of 8:00 A.M. and 4:00 P.M.. All 62 of these vehicles require a loading dock to make their deliveries.
- Twenty-three (23) of these vehicles were vans, made up of general tradesman deliveries. All of these vehicles arrived

between 8:00 A.M. and 4:00 P.M. These vehicles do not require a loading dock bay in order to make deliveries. A regular sized parking stall in the vicinity of the loading dock is sufficient.

-- Exhibit 2.0 represents graphically the existing arrival patterns for the trucks and vans.

In addition to the existing 85 vehicles mentioned above, generally one (1) waste removal vehicle was observed each day in the early morning for the trash compactor and 1 to 2 vehicles each day for hazardous waste.

Six (6) of the above mentioned trucks involve deliveries made with a tractor-trailer. These include: linen deliveries (3), Just-In-Time/Stockless deliveries (1), food deliveries (1), and miscellaneous supply deliveries (1).

### III. A. Proposed Service Vehicle/Loading Dock Operations.

The proposed service/loading dock will be the central loading and receiving facility for the Redevelopment Project.

The types of materials that will be transported through this facility include items such as:

- Medical Surgical Supplies
- Dietary Products (Food Services)
- Pharmaceuticals
- Linens (both clean and soiled)
- Waste (both routine and infectious or hazardous)
- Recycled Materials (e.g.; aluminum, cardboard and paper)
- Construction Materials, Furnishings and Maintenance Supplies

B. Proposed Loading Dock Capacity.

The dock capacity for the proposed central loading and receiving facility was determined by analysis of the existing service/loading dock operations and evaluation of the proposed Medical Center building program and operations for this Redevelopment Project.

The Existing P.D. requires 1 off-street loading berth for buildings having 10,000 to 200,000 square feet of floor area, plus one additional loading berth for each additional 200,000 square feet. The proposed 2.4 million square feet Redevelopment Project requires a minimum of 12 berths.

Based on the analysis Kowalski-Dickow Associates, Inc. determined that ten (10) off-street loading berths are required. Six (6) actual open truck docks, two (2) for trash compactors, one (1) for sterilizing bin, one (1) construction bin. In addition, 10 van spaces are required. These 20 spaces exceed the 12 required by the existing Planned Development Ordinance.

Exhibit 3.0 represents graphically the proposed arrival patterns for the trucks and vans.

The capacity of the loading dock is determined by completion of a queuing analysis which indicates the average truck dock utilization period and waiting (or "queuing") times.

In the queuing analysis completed for this central loading and receiving facility the following arrival and service rates were used:

- An average truck arrival rate of 5.9 trucks per hour (59 truck arrivals over the ten hour period between 6:00 A.M. and 4:00 P.M.).
- An average service rate of 2.5 trucks per hour or, in other words, each arrival can be unloaded in 24 minutes.

The results show for a loading dock with six semi-truck bays the following:

- An average of 4% of the arriving trucks may experience a wait. Based upon a population of 59

daily arrivals this represents 3 truck arrivals per day.

- For those trucks that experience a wait they each may wait an average of 2.4 minutes.

In addition to the central loading and receiving facility, the Redevelopment Project will also require one (1) oxygen delivery per week and one (1) nitrogen delivery every two weeks. Both of these delivery operations are proposed to occur along the east side of the Superior Garage facility utilizing access via the alley between the parking structure and the existing Health Sciences Building. (See Exhibit 4.0)

The location of these facilities were selected based on the physical design requirements recommended for these operations.

#### C. Loading Dock Layout.

Exhibit 5.0 illustrates the planned loading dock configuration.

The loading dock has the following components:

- An entrance and exit ramp.
- A dock with ten truck bays:

Six (6) for general supply deliveries (for the 59 deliveries per day). This is based upon the queuing analysis -- on average 3 trucks per day may experience a wait and on average each of these trucks may wait 2.4 minutes.

Four (4) for waste staging (two compactors, a construction bin and a hazardous waste bay).

- A truck vehicle turn-around area.
- A parking area with ten spaces for the 23 tradesmen and other deliveries per day).

In addition, the central loading and receiving facility has been designed in such a way as to follow for at least two (2) waiting locations located within the basement facility. Therefore, eliminating the need for queuing outside the facility. (See Exhibit 4.0)

#### IV. N.M.H. Traffic Management Plan.

Northwestern Memorial Hospital has developed a Truck Service/Traffic Management Plan to mitigate and eliminate the possibility of trucks waiting off-site on Superior or St. Clair Streets.

Based on the summary of the service vehicle impact, a wait of 2.4 minutes for 3 trucks may occur between the hours of 6:00 A.M. and 4:00 P.M.. This 2.4 minute waiting period can easily be eliminated by the establishment of a service vehicle traffic management plan.

The Traffic Management Plan includes the following mitigation measures:

##### 1. Designation Of A Traffic/Transportation Manager.

N.M.H. will designate a Traffic/Transportation Manager. The responsibilities of this person will include management of the truck service entrance. Relative to management of the truck service entrance, this person will do the following:

- Insure that the elements of this plan are implemented.
- Monitor truck service entrance operations and maintain a record of operational statistics (number of vehicles, type of vehicles, enter time, exit time, et cetera).
- Make changes or adjustments to the traffic management plan in response to actual conditions after opening.

##### 2. Designation Of A Service Dock Traffic Coordinator.

N.M.H. will designate a service dock coordinator. This person will be physically located proximate to the service dock and will have responsibility for day-to-day dock operations. The responsibilities of this person will include:

- Insure that dock operational statistics are recorded.
- Communicate with service vehicle operators regarding truck operating policies and procedures.
- Resolve operational conflicts if and when they occur.
- Report operational statistics and any problems associated with dock operations to the traffic/transportation manager.
- Communicate with security guard concerning dock availability.

3. Security Guard At The Truck Service Entrance.

N.M.H. will provide a security guard at the truck service entrance. The security guard will be on duty from 6:00 A.M. to 7:00 P.M. in a guard station adjacent to the service dock driveway. The security guard will control access to the service dock and be responsible for monitoring operations at the driveway to St. Clair Street and taking corrective action as necessary. Corrective actions include traffic control, communication with drivers on the street, and notification to the service dock coordinator if problems arise. This guard will be in direct contact with the loading dock at the lower level and will direct truck traffic as necessary.

4. Traffic Activated Pedestrian Warning System.

An automated traffic/pedestrian warning system will be located at the service driveway on St. Clair Street. This system will warn pedestrians when a truck is entering or exiting the facility.

5. Truck Traffic Signals At The Top And Bottom Of The Truck Service Ramp.

Traffic signals will be located at the driveway entrance from St. Clair Street and at the base of the service entrance ramp to indicate if a truck is on the ramp. The traffic signals will be operated to prevent inbound and outbound trucks from meeting on the service ramp. When the door to enter the service area is activated by a truck on St. Clair Street, the signal at the base of the ramp will turn red to prevent a truck from proceeding up the ramp and out of the service dock.

When a truck is exiting the facility, a sensor will identify when the vehicle enters the ramp and trigger a red indication of the truck signal on St. Clair Street.

6. All Semi-Trucks And Waste Trucks Will Be Scheduled To Arrive After 7:00 P.M. And Before 7:00 A.M..

The Hospital will contract with vendors using semi-trucks that will be scheduled during the off-peak nighttime hours (7:00 P.M. -- 7:00 A.M.). Furthermore, the waste haulers can all be scheduled to service the Hospital during the night. Scheduling these large vehicles during off-peak traffic periods will eliminate the possibility of any negative impact on traffic flow during daily peak periods.

The Hospital will incorporate these required schedules into the contracts with these vendors.

Any non-scheduled semi-trucks bringing supplies from out of town will be required by contract to call the service dock coordinator prior to entering Chicago. This will allow for scheduling of these deliveries for an open loading dock.

7. Oversize The Service Entrance Opening.

To ensure that all trucks will be able to easily and quickly enter and exit the truck service ramp, the Service Entrance opening will be twenty-four (24) feet. This will ensure that all drivers will be able to enter and exit the ramp without the need to re-position their vehicles either on the street or in the ramp, during the turning maneuver. This should minimize any delay due to truck turning difficulties and therefore avoid any traffic disruption. (See Exhibit 5.0)

This width is consistent with industry standards and is a functional entrance for semi-truck trailer entrances. The entrance opening may be increased to a width of up to 30 feet in order to provide a more generous opening, pending direction from the City.

8. A Truck Turnaround Will Be Provided In The Garage.

To ensure that all truck movements into and out of the truck service ramp are "head-in" and "head-out" movements, a designated and marked truck turnaround area will be provided in the truck dock service area. This will be a full

circle turnaround that will easily accommodate the largest trucks (semis) that will be visiting the facility. The provision of the dedicated turnaround area will ensure that trucks will not be backing out onto the street and causing traffic disruptions.

In addition, the truck turnaround is large enough to temporarily park waiting trucks if all docks are occupied thus effectively providing extra waiting positions.

9. Back-Up Service Dock Plan.

In the advent of an unforeseen congestion, the service dock traffic coordinator would inform vehicles to go to the Prentice-Stone service docks on Huron Street or to return at a later time.

10. A Truck Entrance Traffic Signal With A C.A.C. Detector.

The truck service entrance will interconnect with the C.A.C. signal system to warn truck drivers of an approaching train. This system will provide sufficient advance warning so that a truck that has started the exiting and entrance maneuver can clear the crossing before the train arrives, but will warn an approaching truck not to enter the crossing area.

V. Conclusion.

The design of the central loading and receiving facility as proposed not only centralizes truck traffic around the N.U./N.M.H. Medical Campus, but provides a subterranean location which minimizes conflict with other vehicles and pedestrians. The design increases the total number of dock berths and provides improved access with head-in turnaround and head-out circulation. This design also allows for additional queuing or waiting locations within the basement level itself.

Based on the above mentioned items, the findings of the Kowalski-Dickow & Associates materials management analysis, and the proposed N.M.H. traffic management plan, we believe the neutral loading and receiving facility as proposed will provide efficient and effective materials management allowing uninterrupted flow of service vehicles to the Medical Complex, with no adverse effect on the traffic in the adjacent area.

[Exhibits 1.0 through 5.0 attached to this Traffic Management Plan printed on pages 34619 through 34623 of this Journal.]

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*Reclassification Of Area Shown On Map Number 7-N.  
(As Amended)*

*Be It Ordained by the City Council of the City of Chicago:*

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the R3 General Residence District symbols and indications as shown on Map No. 7-N in the area bounded by:

West Belmont Avenue; a line 133.10 feet east of and parallel to North Nagle Avenue; the alley next south of West Belmont Avenue; and North Nagle Avenue,

to those of a B5-1 General Service District and a corresponding use district is hereby established in the area above described.

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

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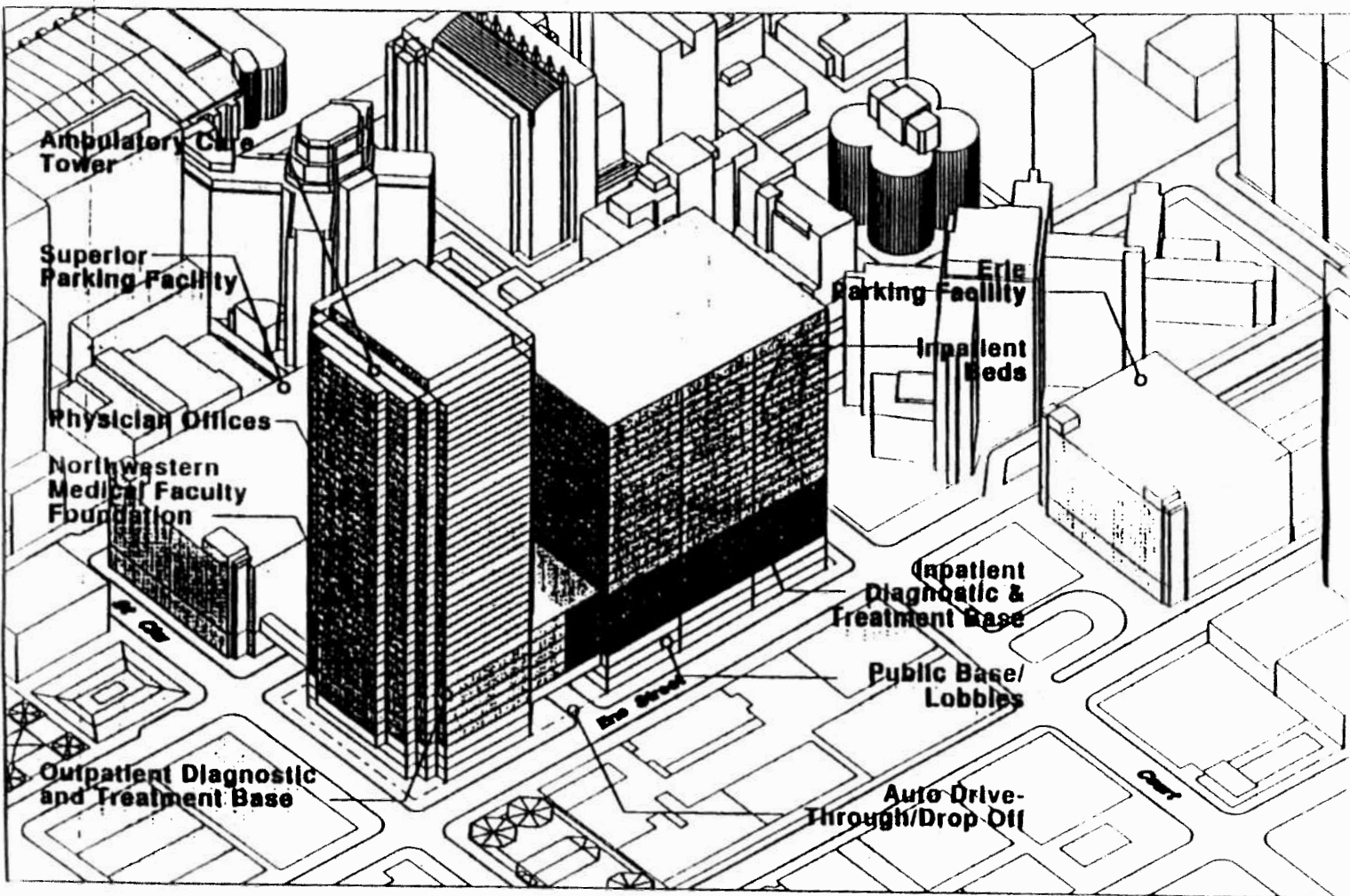
*Action Deferred* - REAPPOINTMENT OF MR. LEON FINNEY  
AS MEMBER OF CHICAGO PLAN COMMISSION.

The Committee on Zoning submitted the following report which was, on motion of Alderman Banks and Alderman E. Smith, *Deferred* and ordered published:

CHICAGO, June 23, 1993.

*To the President and Members of the City Council:*

(Continued on page 34642)



*Exhibit 1.0.*  
(To Traffic Management Plan)

# EXISTING SERVICE VEHICLE ARRIVAL PATTERNS

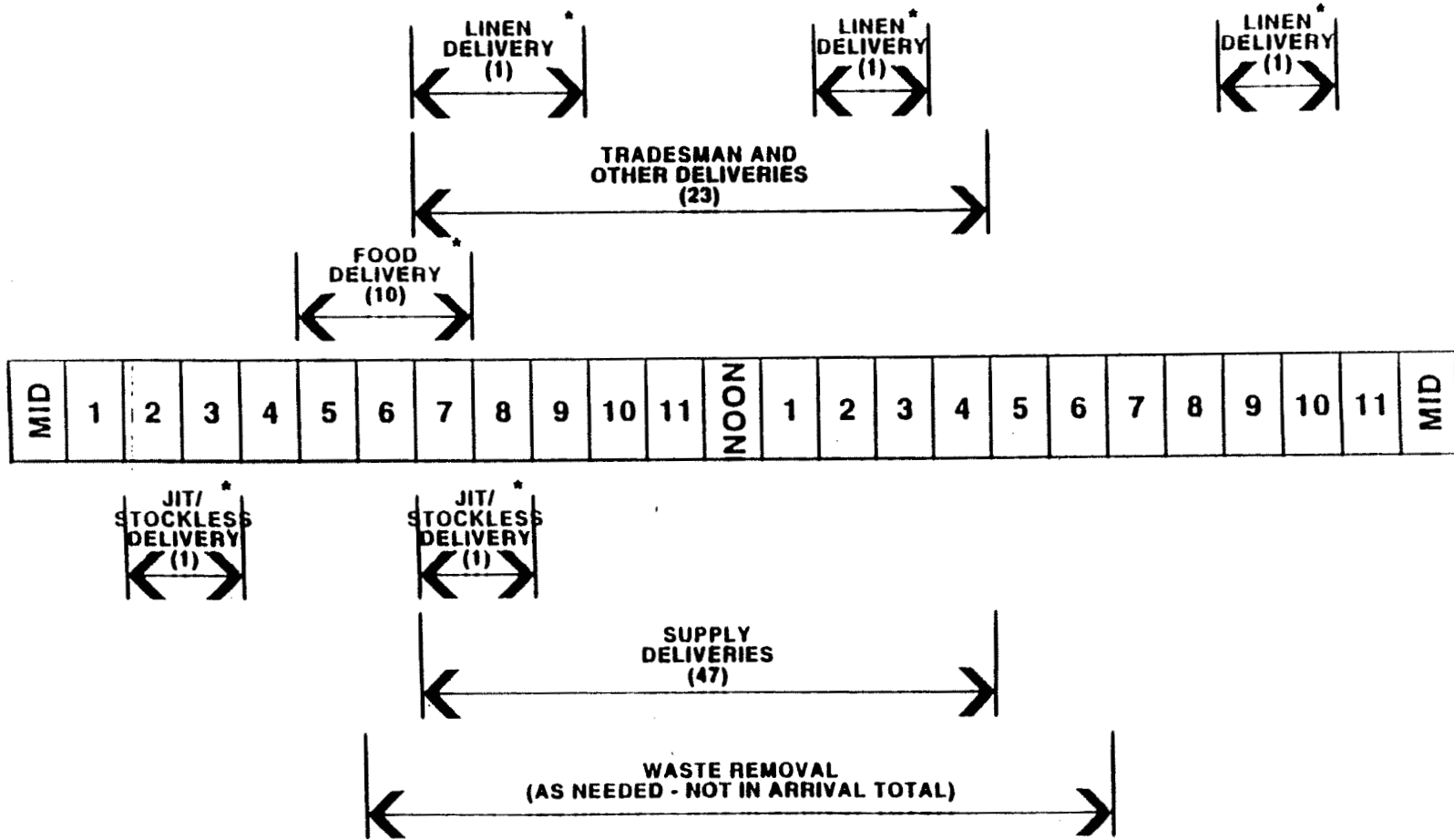


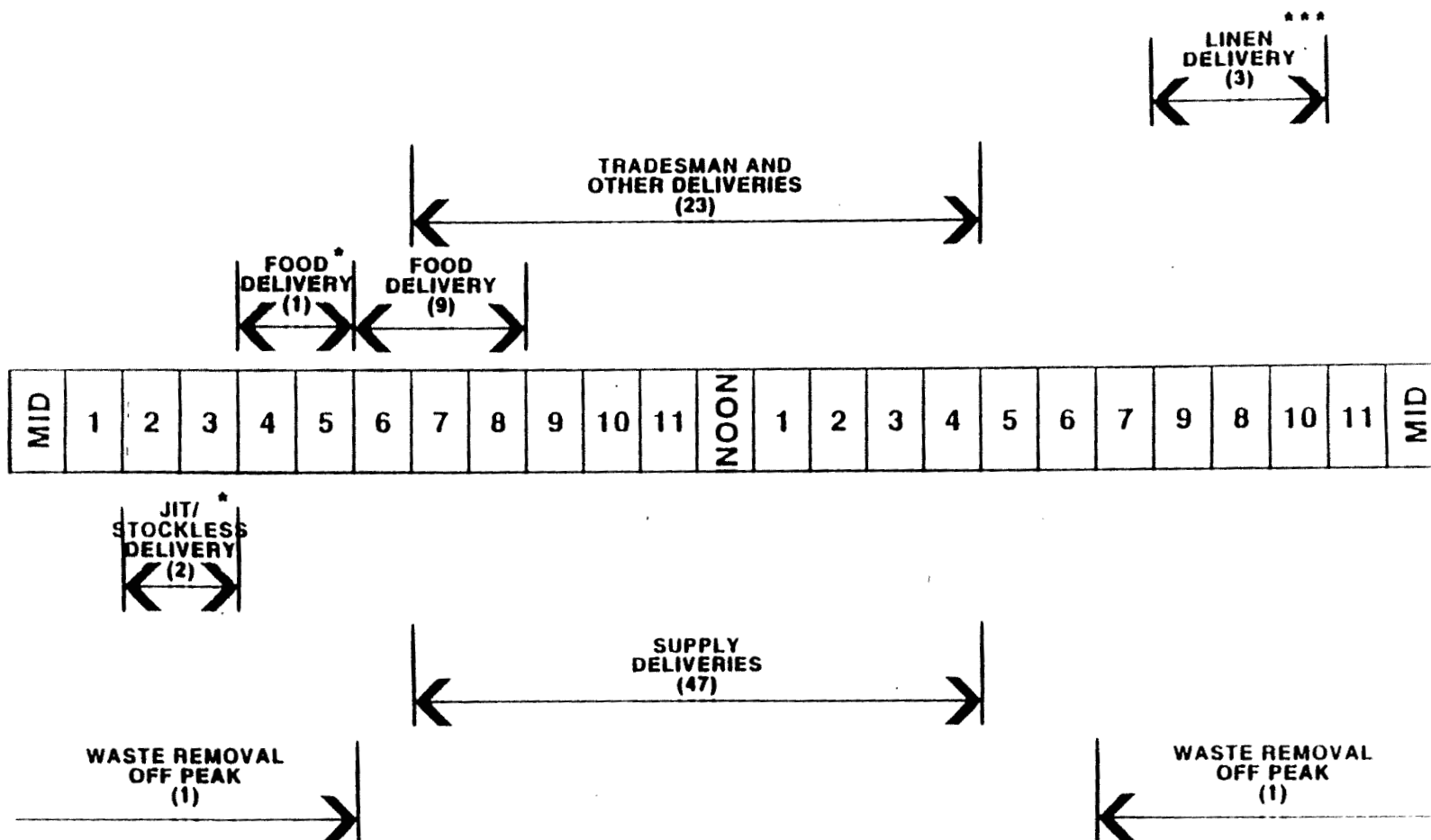
Exhibit 2.0.  
(To Traffic Management Plan)

**LEGEND**

( ) Number of deliveries per day

\* Indicates tractor trailer deliveries (total of 6)

# PROPOSED SERVICE VEHICLE ARRIVAL PATTERNS



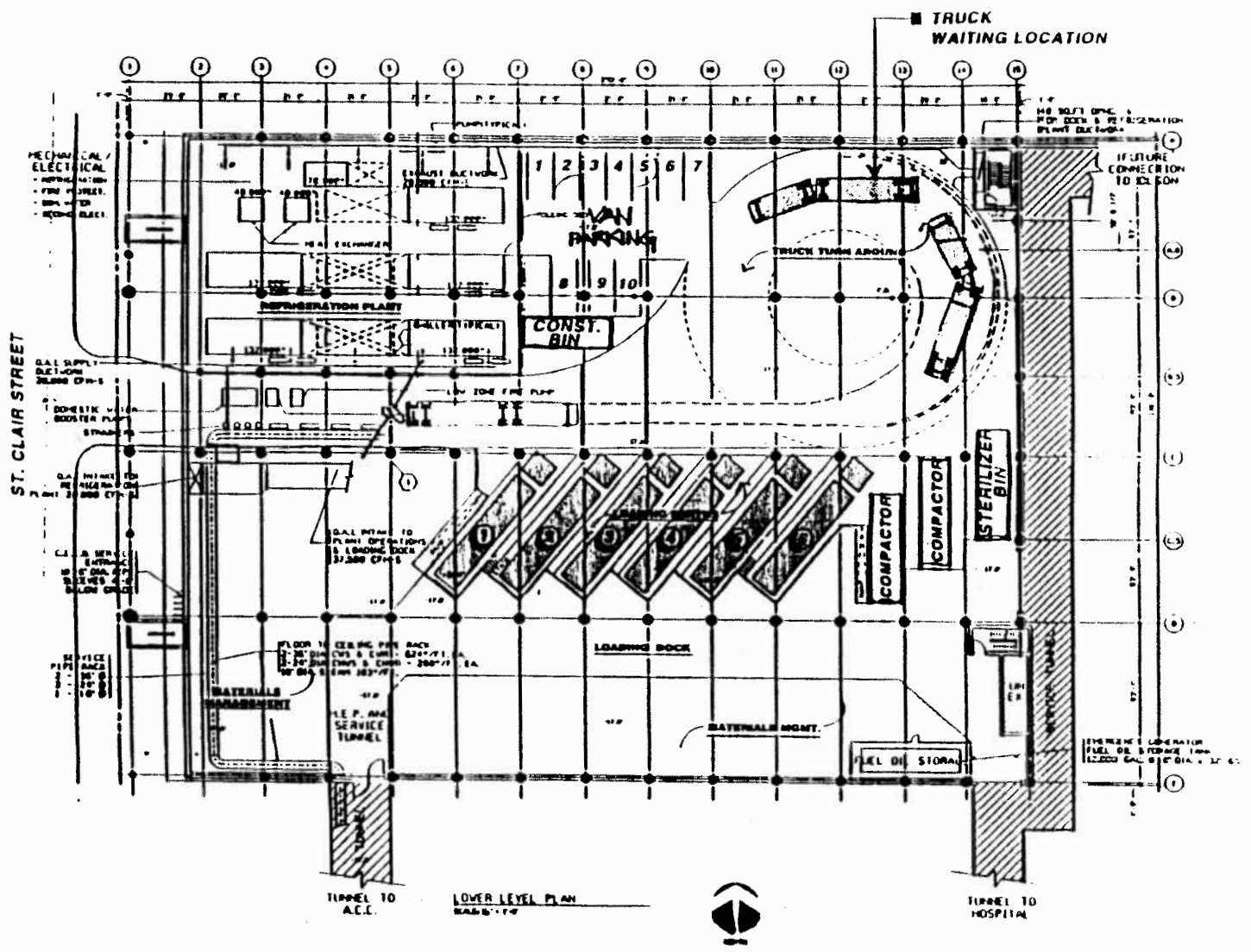
**LEGEND**

( ) Number of deliveries per day

\* Indicates tractor trailer deliveries (total of 6)

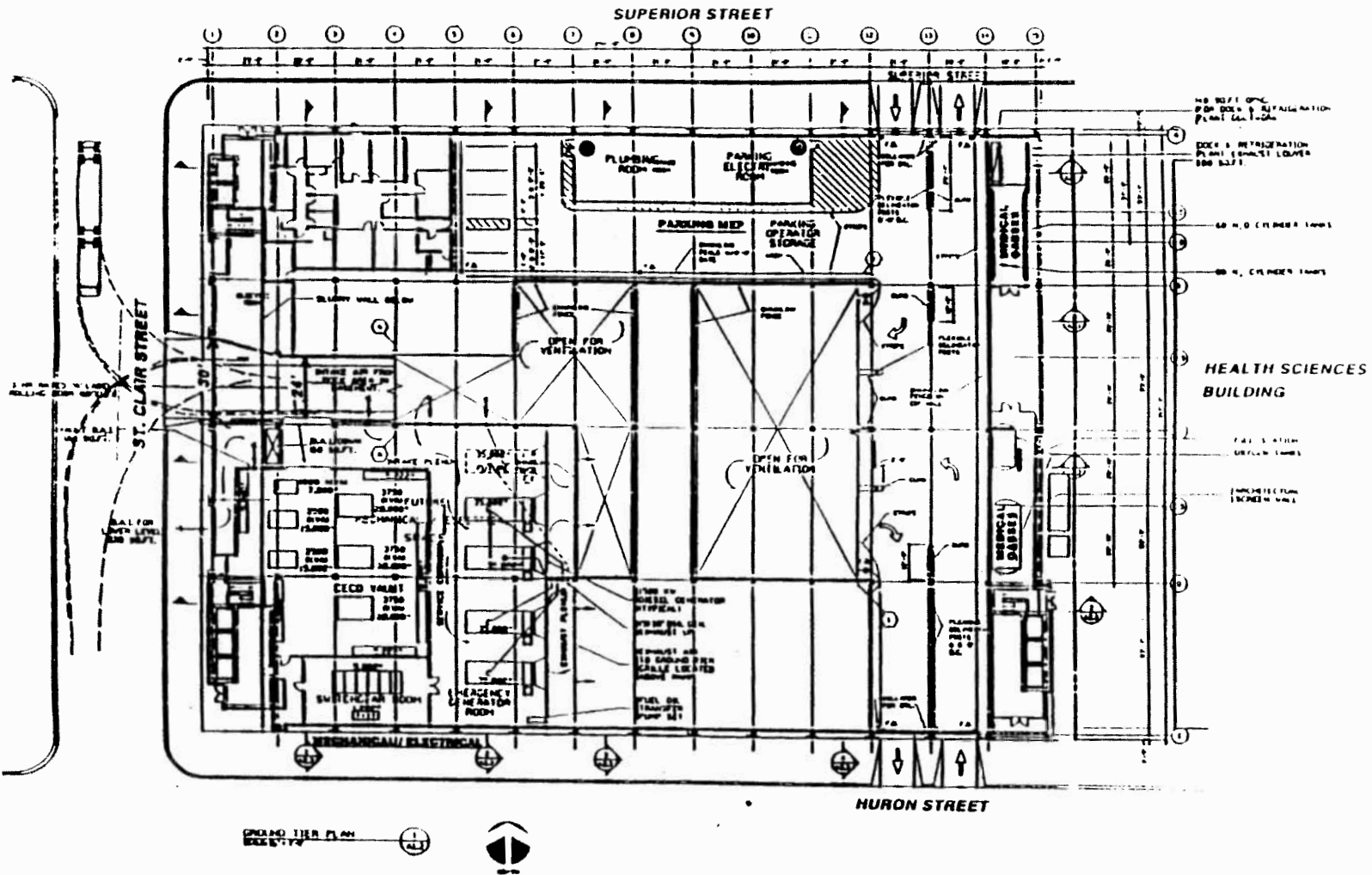
Exhibit 3.0.  
(To Traffic Management Plan)

Exhibit 4.0.  
(To Traffic Management Plan)



SERVICE DOCK LEVEL

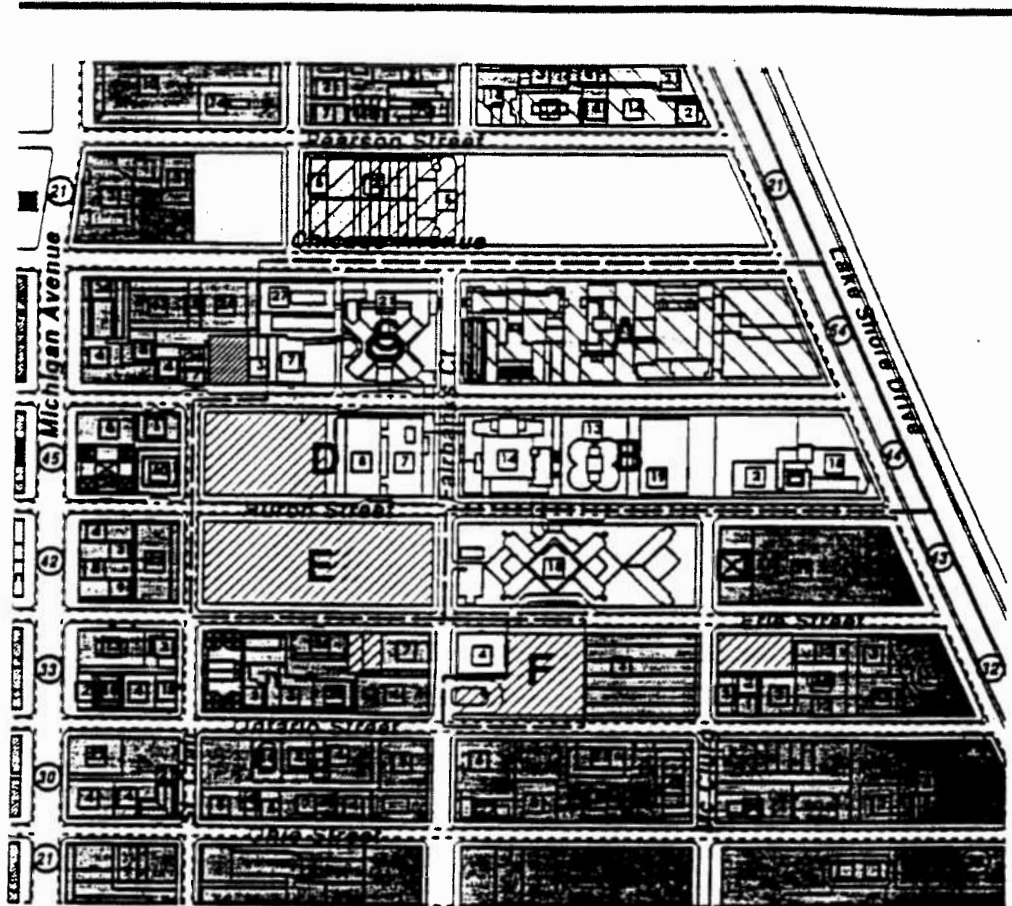
Exhibit 5.0.  
(To Traffic Management Plan)



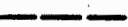








LEVEL 1 PLAN

Institutional Planned Development No. 3.  
As Amended (1962, 1975, 1993).

Existing Land Use Area Map.



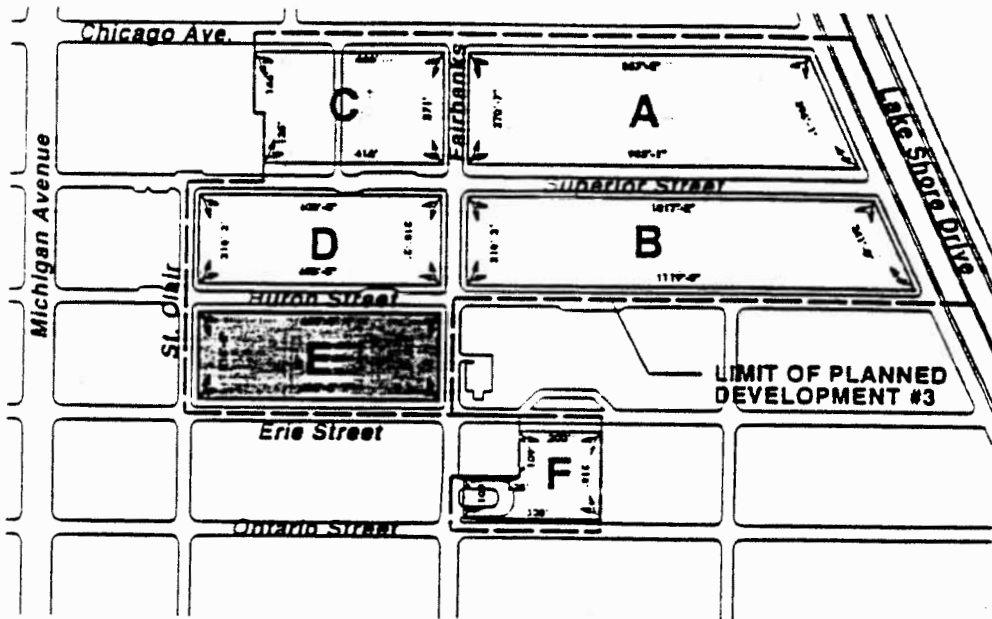
**Legend**

-  Planned Development Boundary
-  Mixed Use, Retail, Office, Hotel  
Residential
-  Educational, Hospital, Professional Office, Institutional Residential,  
Residential, Dental, Medical, Research and Accessory Uses
-  Educational, Residential, Research, Dental, Medical,  
Legal and Accessory Uses
-  Park/Open Space
-  Public Use
-  Parking Area
-  Block Number
-  Building Stories



Institutional Planned Development No. 3,  
As Amended (1962, 1975, 1993).

Property Line And Right-Of-Way Adjustment.



**Legend**

----- Planned Development Boundary

 Zone I :  
Existing Sub Areas A, B & C

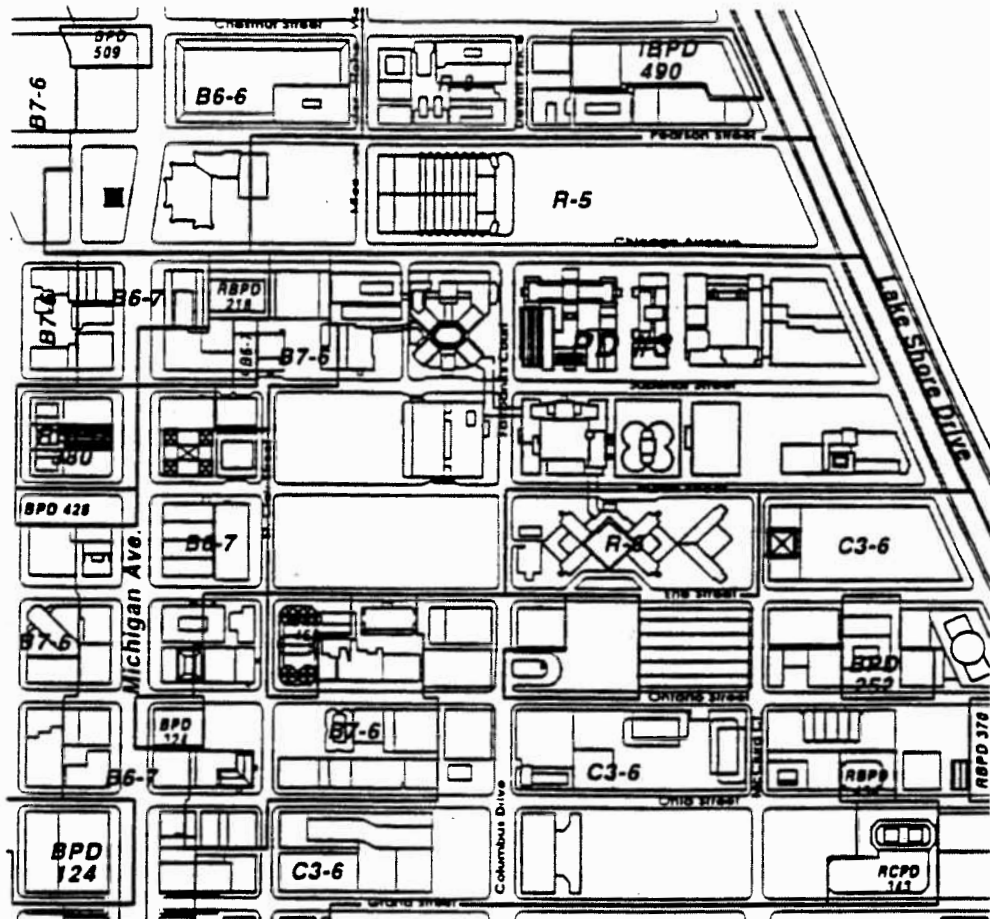
 Zone II :  
Existing Sub Area D  
And New Sub Area F

 Zone III :  
Existing Sub Area E



Institutional Planned Development No. 3,  
As Amended (1962, 1975, 1993).

Existing Zoning And Street System.



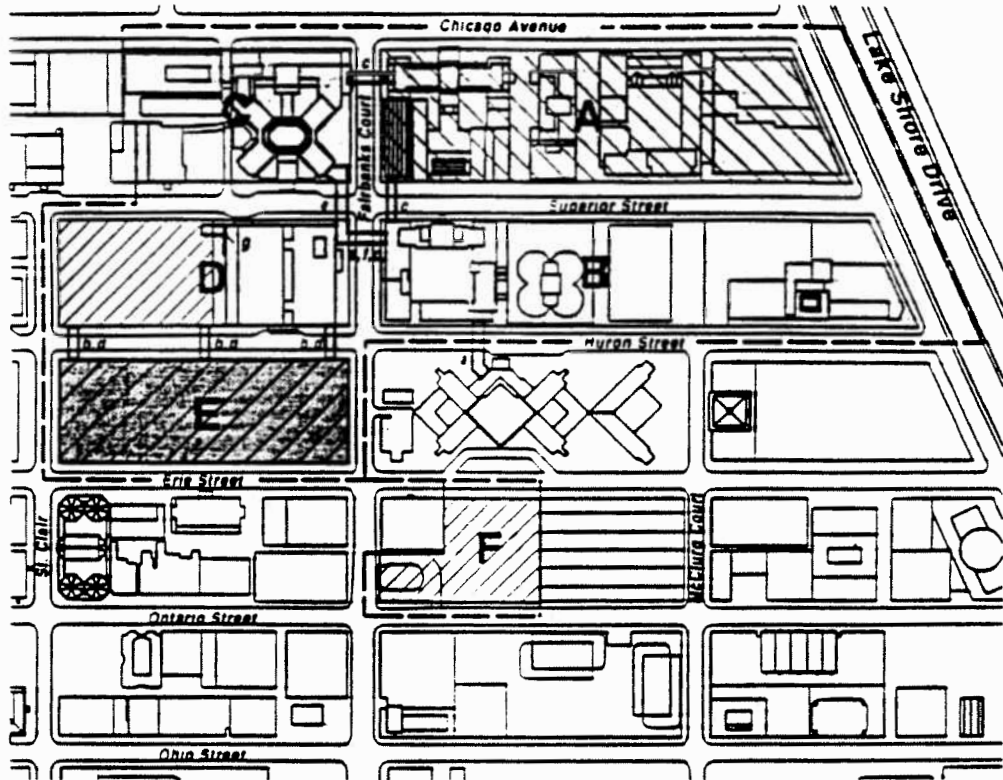
**Legend**

-  Zoning District
-  Institutional Planned Development #3  
As Amended (1962, 1975, 1993)








Institutional Planned Development No. 3,  
As Amended (1962, 1975, 1993).

Generalized Land Use Plan.



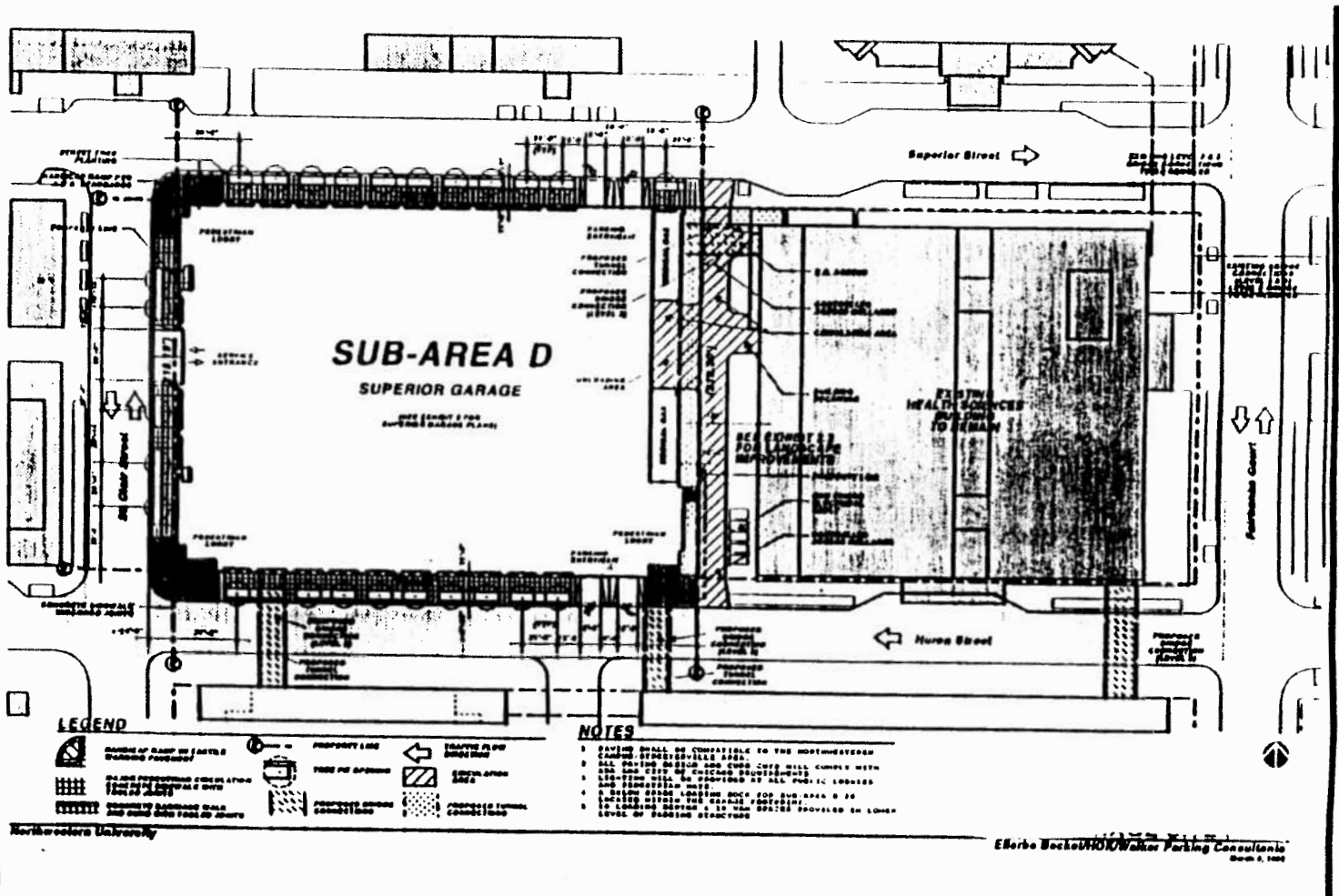
**Legend**

- Planned Development Boundary
-  Educational, Hospital, Professional Office, Institutional Residential, Residential, Dental, Medical, Research and Accessory Uses
-  Educational, Residential, Research, Dental, Medical, Legal and Accessory Uses
-  Hospital, Professional Office, Research, Medical, Accessory Parking and Accessory Uses
-  Parking Area
-  Existing and Proposed Street Overpasses and Tunnels
- a Existing Overpass
- b Proposed Overpass
- c Existing Tunnel
- d Proposed Tunnel
- e Existing Overpass to be Removed, Levels 3 & 5
- f Existing Overpass to be Removed, Level 5 only
- g Proposed Overpass and Tunnel Across Private Property



Institutional Planned Development No. 3,  
As Amended (1962, 1975, 1993).

Superior Garage Site Plan.



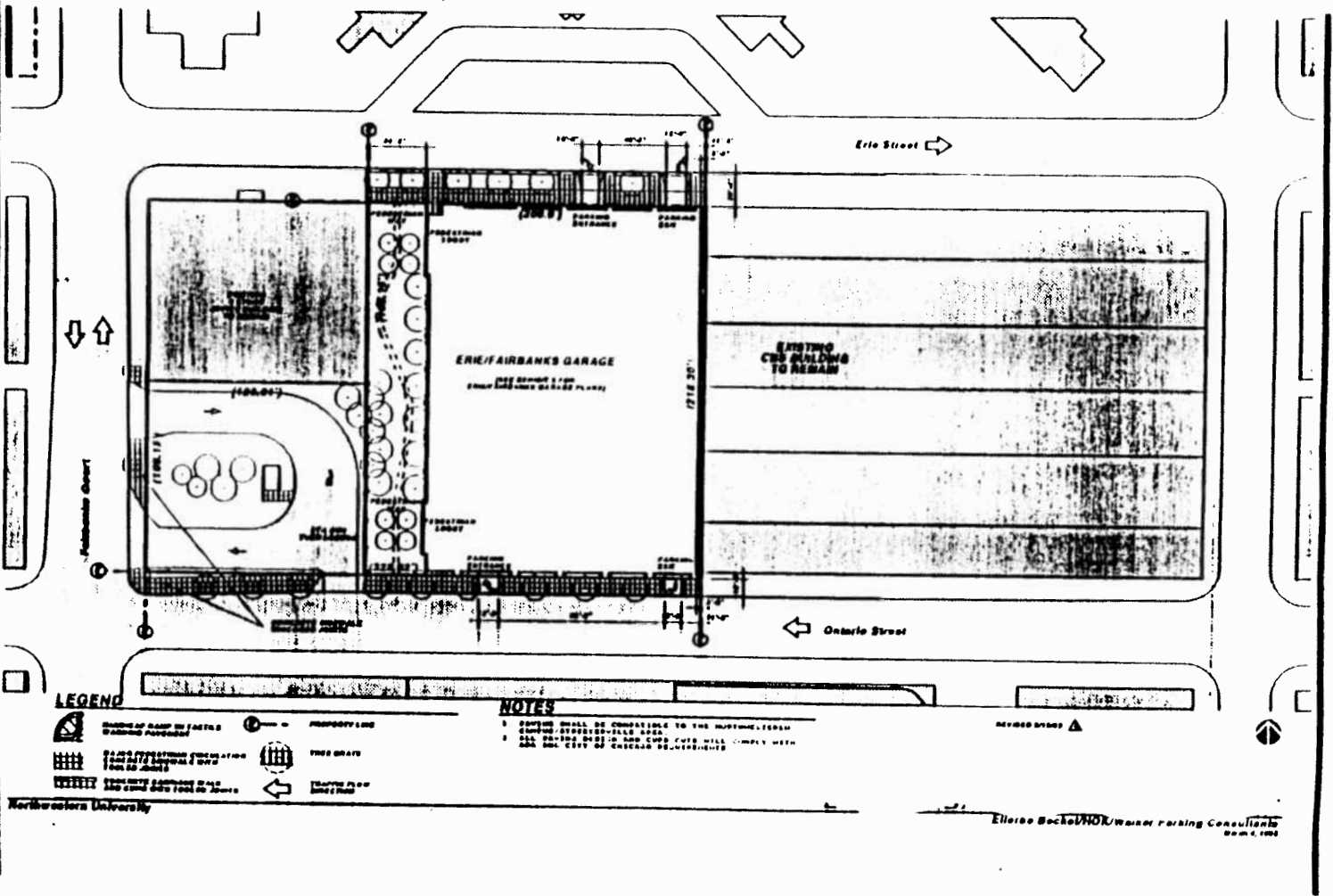
Applicant: Northwestern University - 633 Clark St., Evanston, IL 60201  
 Date: December 18, 1992  
 Revised: May 13, 1993

Northwestern University

Elmer Beckwith & Associates  
 Parking Consultants  
 March 9, 1993

Institutional Planned Development No. 3,  
As Amended (1962, 1975, 1993).

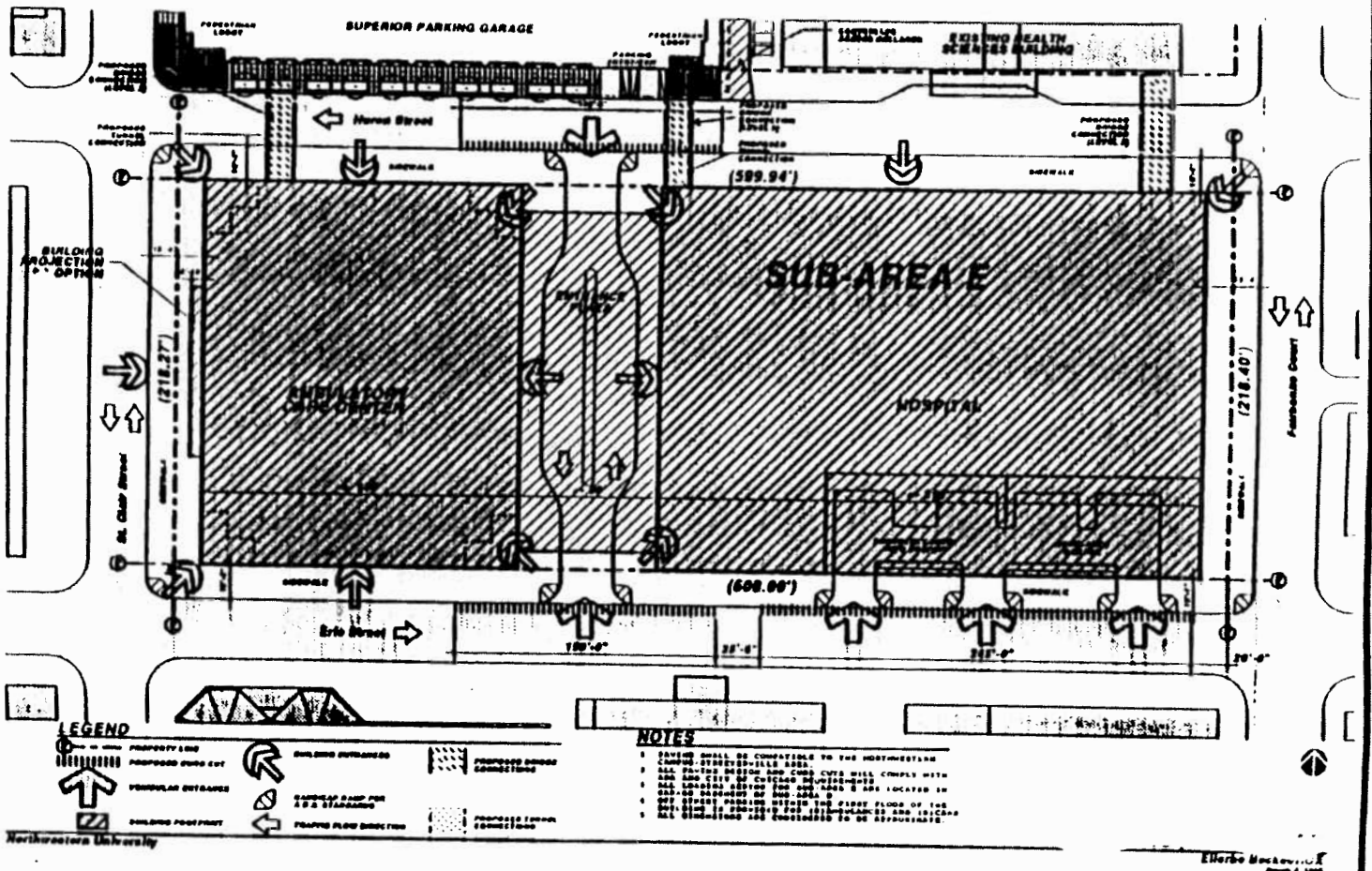
Erie/Fairbanks Garage Site Plan.



Applicant: Northwestern University - 433 Clark St., Evanston, IL 60201  
Date: December 18, 1992  
Revised: May 13, 1993



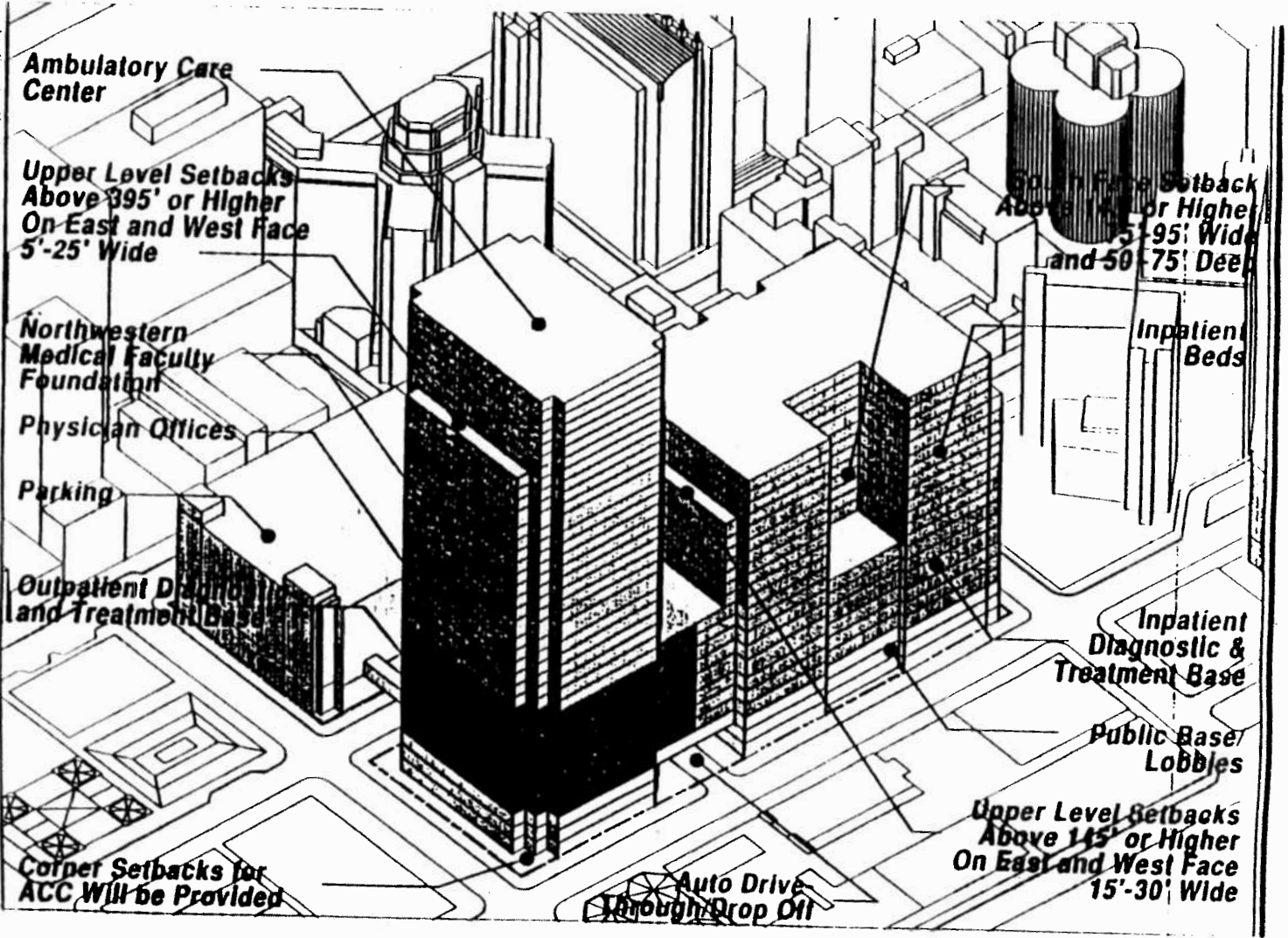
### Institutional Planned Development No. 3. As Amended (1962, 1975, 1993). Hospital/A.C.C. Site Plan.



ASB/ARC: Northwestern University - 633 Clark St., Evanston, IL 60201  
 Date: December 18, 1992  
 Revised: May 13, 1993

Institutional Planned Development No. 3,  
As Amended (1962, 1975, 1993).

Hospital/A.C.C. Massing Diagram.

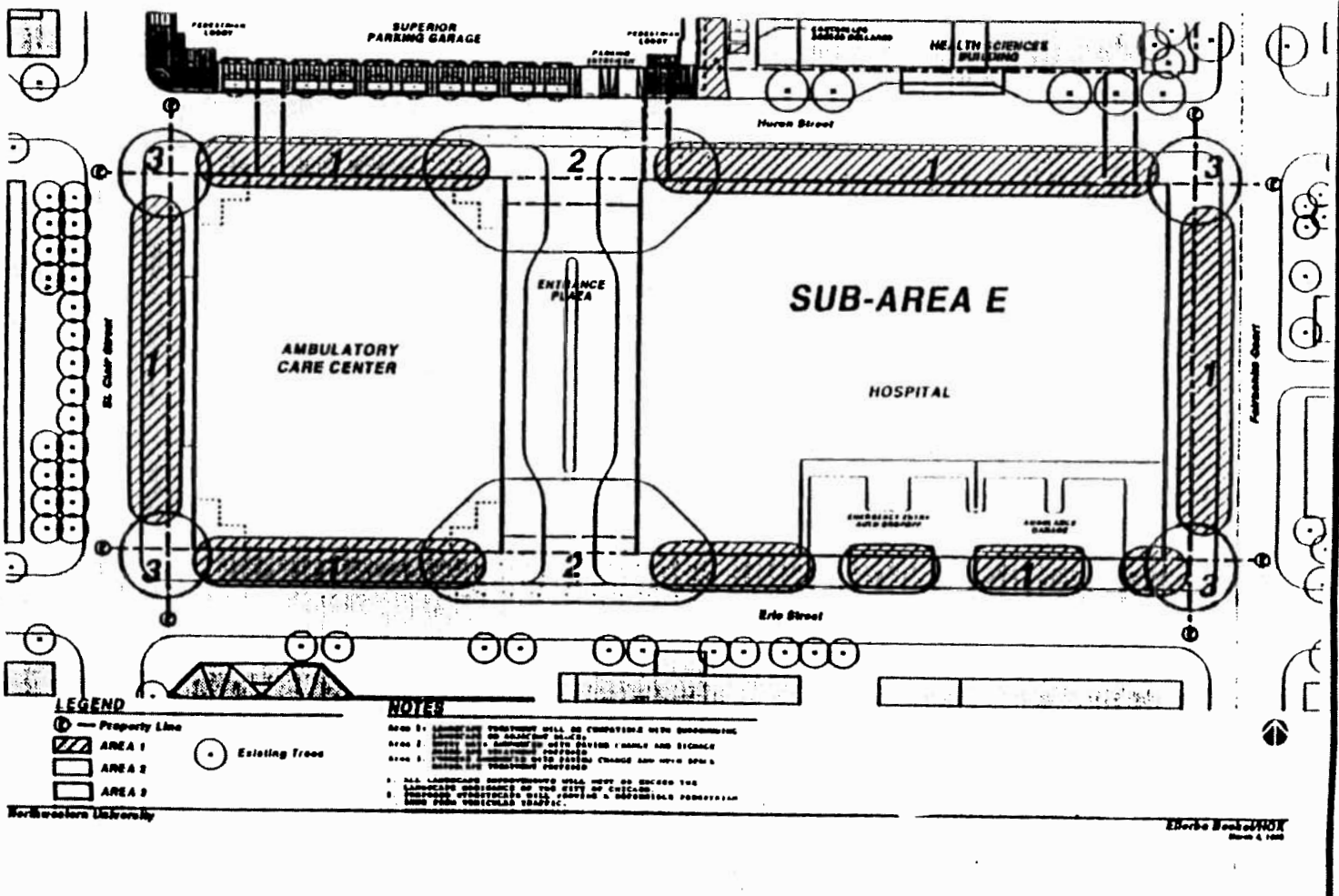


Applicant: Northwestern University - 433 Clark St., Evanston, IL 60201  
Date: December 18, 1992  
Revised: May 15, 1993



Institutional Planned Development No. 3,  
As Amended (1962, 1975, 1993).

Hospital/A.C.C. Landscape Plan.



APPROVED: Northwestern University - 433 Clark St., Evanston, IL 60201  
 DATE: December 18, 1992  
 REVISION: May 13, 1993

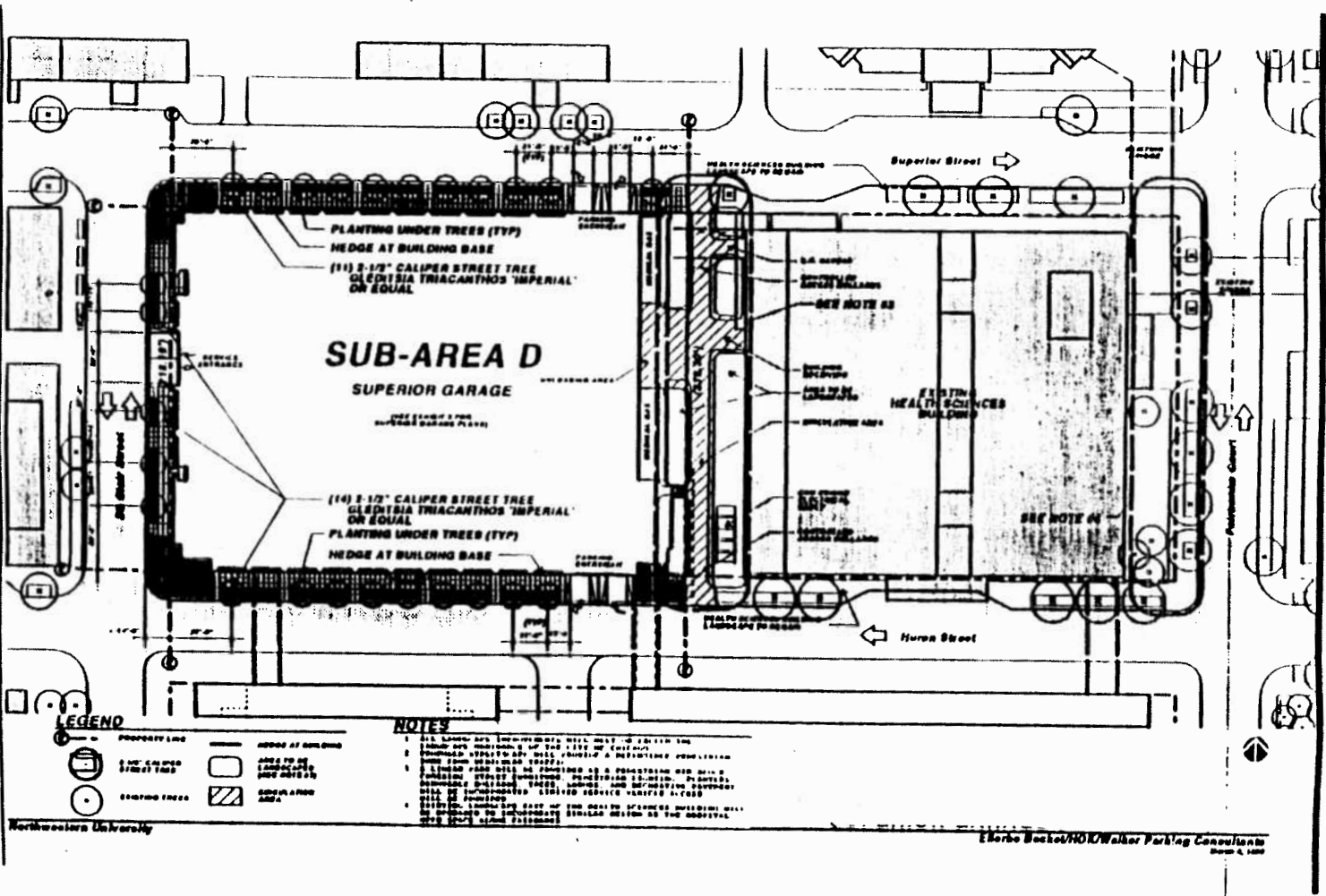
**LEGEND**  
 — Property Line  
 [Hatched Box] AREA 1  
 [Stippled Box] AREA 2  
 [White Box] AREA 3  
 (Circle with Dot) Existing Trees

**NOTE**  
 Area 1: LANDSCAPE TREATMENT WILL BE COORDINATE WITH SURROUNDING  
 Area 2: LANDSCAPE TO BE ADAPTED TO THE  
 Area 3: LANDSCAPE TO BE ADAPTED TO THE  
 ALL LANDSCAPE TREATMENTS WILL NOT BE EXCEED THE  
 LANDSCAPE TREATMENT OF THE CITY OF CHICAGO.  
 EXISTING STRUCTURES WILL BE MAINTAINED AND MODIFIED  
 AND FOR VEHICULAR TRAFFIC.

Northwestern University

Eberle Books/NOI  
 June 4, 1993

Institutional Planned Development No. 3.  
As Amended (1962, 1975, 1993).  
Superior Garage Landscape Plan.



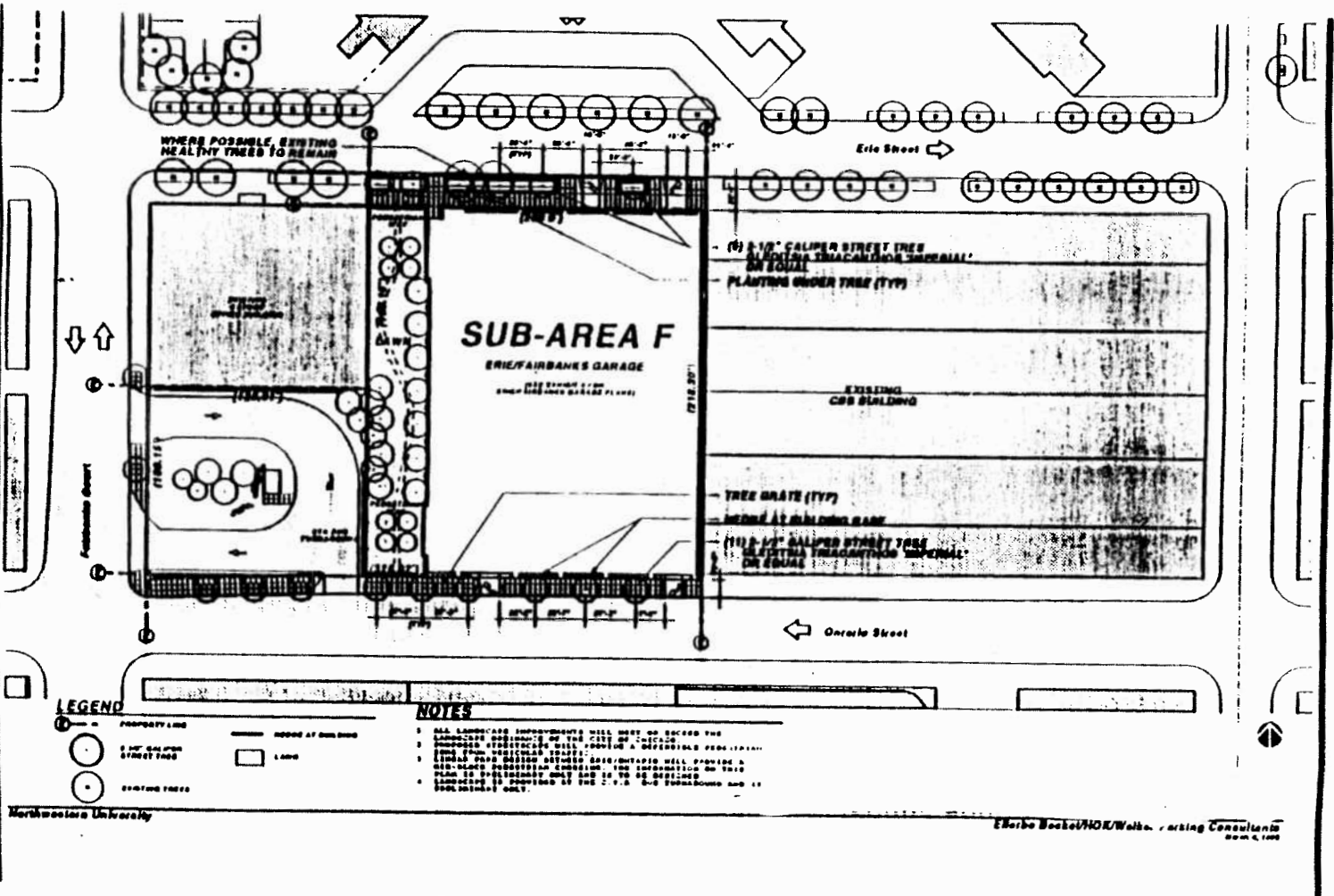
ADJACENT: NORTHWESTERN UNIVERSITY - 633 CLARK ST., EVANSTON, IL 60201  
DATE: DECEMBER 18, 1992  
REVISED: MAY 13, 1993

Northwestern University

Elberle Buckle/Walker Parking Consultants  
June 4, 1993

Institutional Planned Development No. 3,  
As Amended (1962, 1975, 1993).

Erie/Fairbanks Garage Landscape Plan.



APPRAISER: NORTHWESTERN UNIVERSITY - 633 CLIFF ST., EVANSTON, IL 60201  
 DATE: DECEMBER 18, 1992  
 REVISION: MAY 13, 1993

- LEGEND**
- PROPERTY LINE
  - 2" DIA. CALIPER STREET TREE
  - EXISTING TREE
  - NEEDS AT BUILDING
  - LAND

- NOTES**
1. ALL LANDSCAPE IMPROVEMENTS WILL NOT GO BEYOND THE LANDSCAPE BOUNDARIES OF THE CITY OF CHICAGO.
  2. PROPOSED STREETCARS WILL PROVIDE A DEFINITIVE PERSPECTIVE TIME FROM VEHICLES TOGETHER.
  3. LANDSCAPE DESIGN OUTSIDE GARAGE/OUTSIDE WALL PROVIDES A SIGNIFICANT PERSPECTIVE CHANGE. THE INFORMATION ON THIS PLAN IS DEVELOPMENT ONLY AND IS TO BE DELETED. LANDSCAPE IS DEVELOPED BY THE C.V.A. 0-0 FORMS AND IS DEVELOPMENT ONLY.

Northwestern University

Elmer Bock/HOR/Walk, Parking Consultants

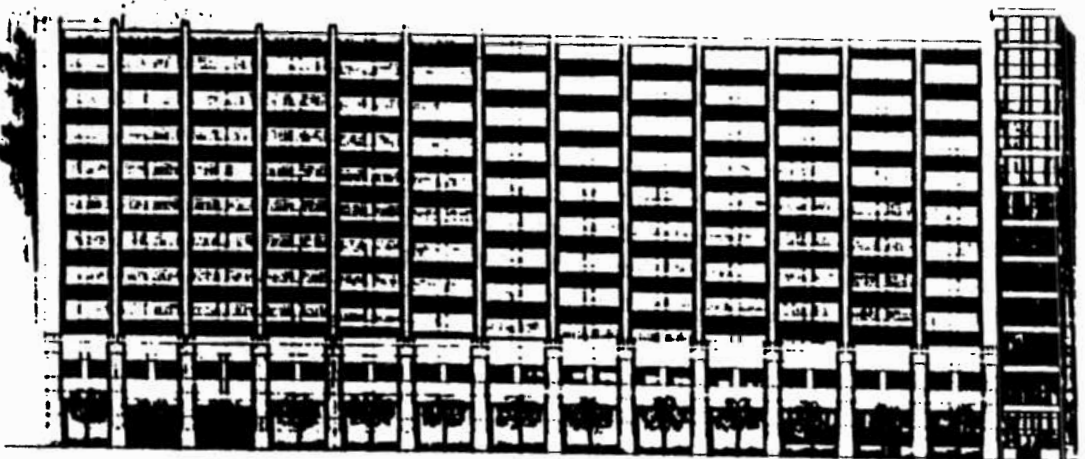
6/23/93

REPORTS OF COMMITTEES

3463'

Institutional Planned Development No. 3,  
As Amended (1962, 1975, 1993).

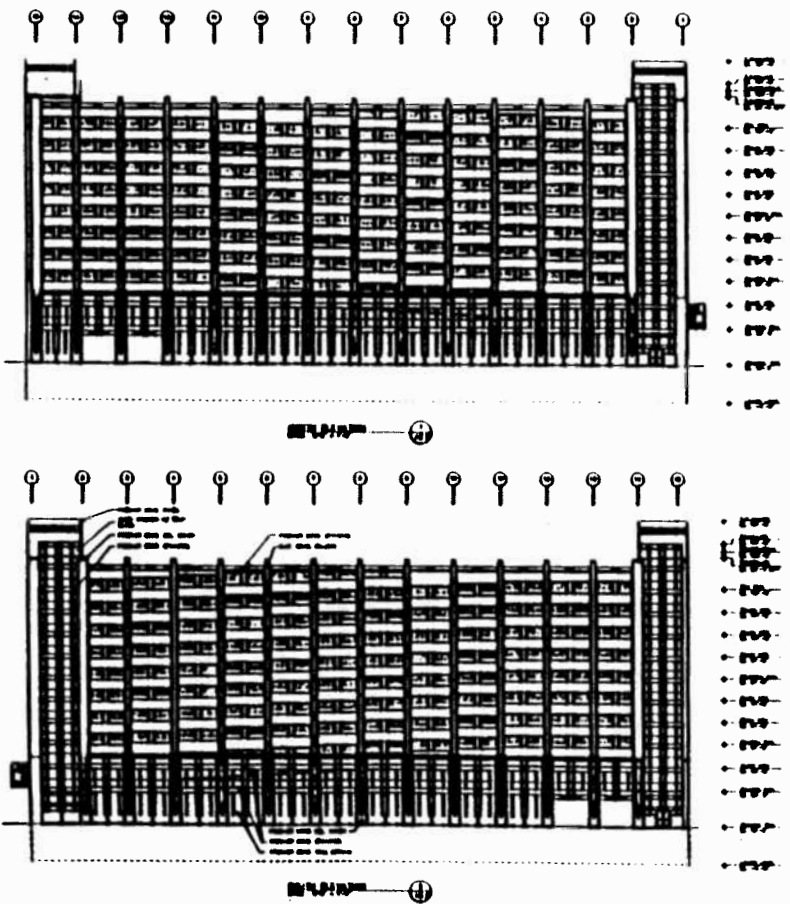
North Elevation -- Superior Street Parking Facility.



APPENDIX: Northwestern University - 633 Clark St., Evanston, IL 60201  
Date: December 18, 1992  
Revised: May 13, 1993

Institutional Planned Development No. 3,  
As Amended (1962, 1975, 1993).

Superior Garage: Elevations.  
(Page 1 of 2)



Applicant: Northwestern University-433 Clark St., Evanston, IL 60201  
 Date: December 18, 1992  
 Revised: May 13, 1993

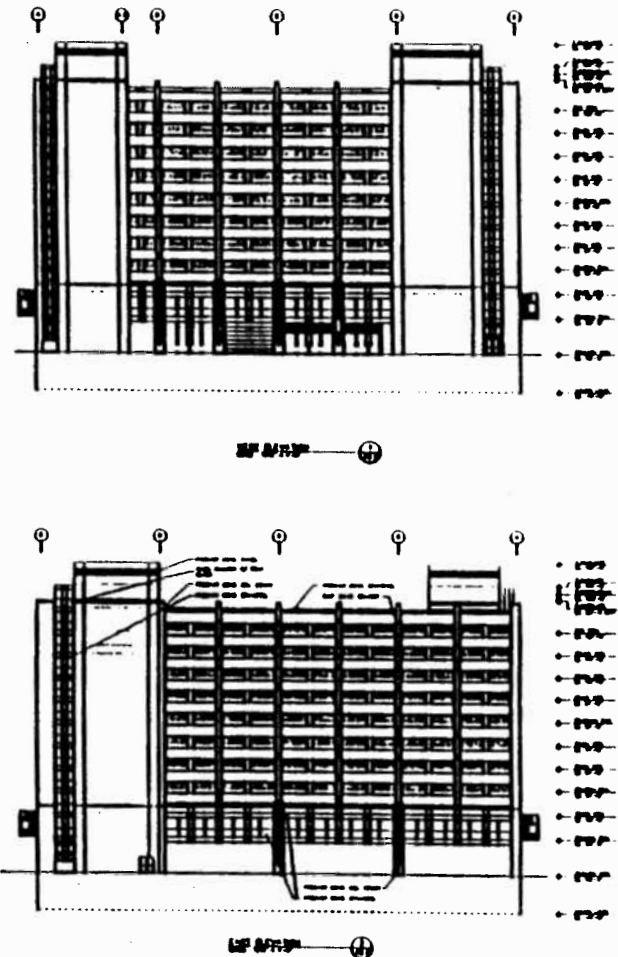
6/23/93

REPORTS OF COMMITTEES

34639

Institutional Planned Development No. 3,  
As Amended (1962, 1975, 1993).

Superior Garage: Elevations.  
(Page 2 of 2)



Applicant: Northwestern University-433 Clark St., Evanston, IL 60201  
Date: December 18, 1992  
Revised: May 13, 1993

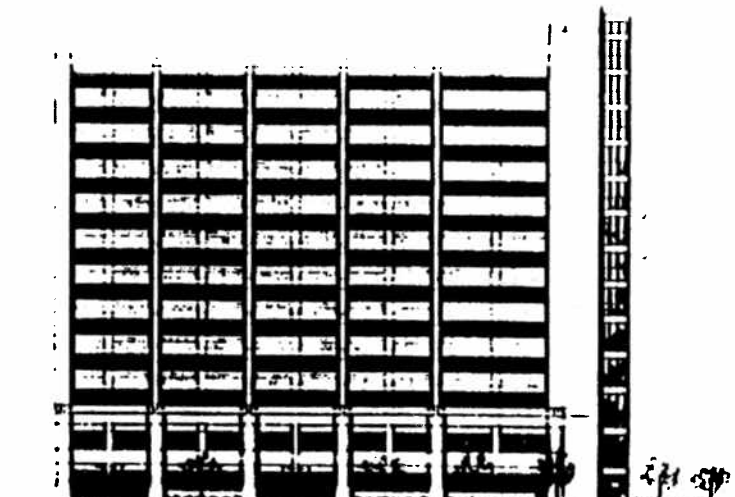
34640

JOURNAL--CITY COUNCIL--CHICAGO

6/23/93

Institutional Planned Development No. 3,  
As Amended (1962, 1975, 1993).

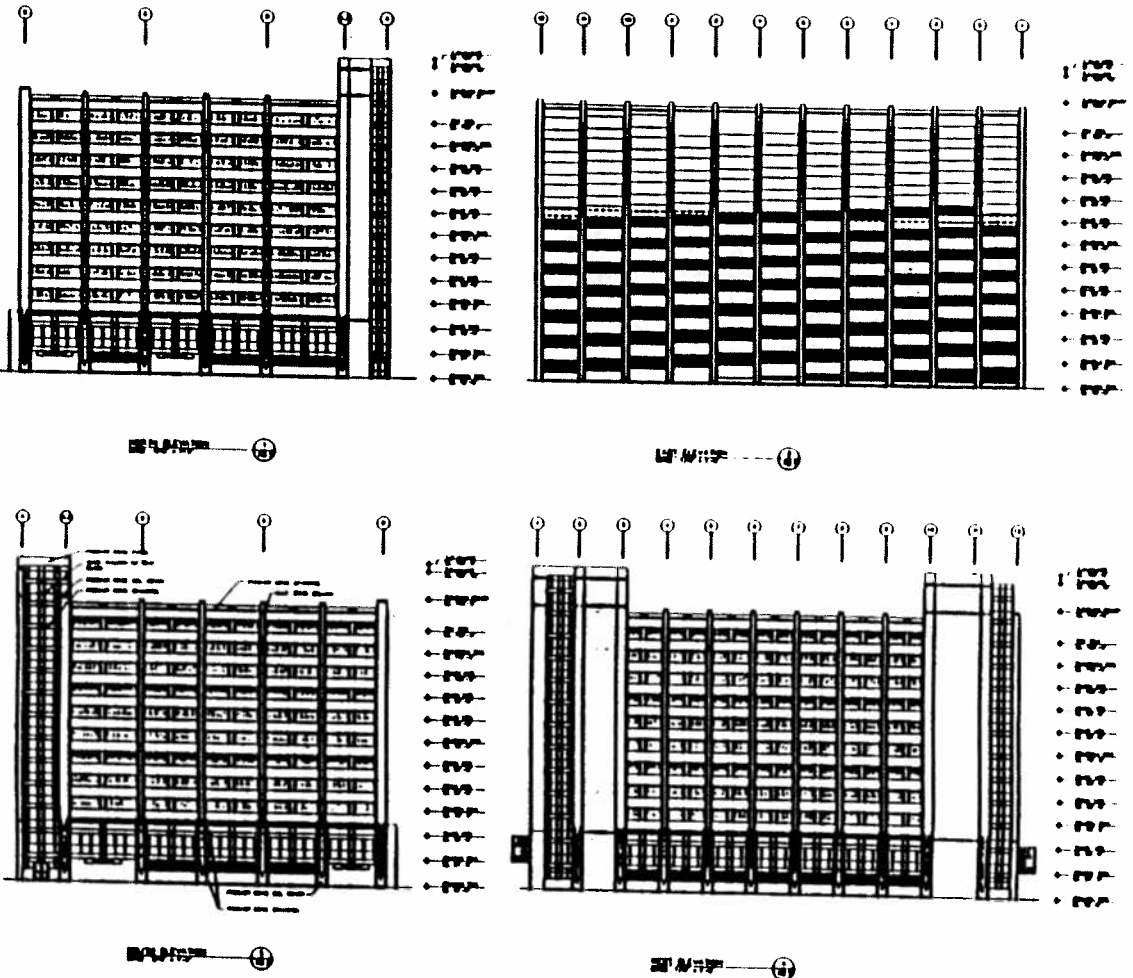
North Elevation -- Erie-Fairbanks Parking Facility.



Applicant: Northwestern University - 633 Clark St., Evanston, IL 60201  
Date: December 11, 1992  
Revised: May 13, 1993

Institutional Planned Development No. 3,  
As Amended (1962, 1975, 1993).

Erie-Fairbanks Garage: Elevations.



Applicant: Northwestern University-411 Clark St., Evanston, IL 60201  
 Date: December 18, 1992  
 Revised: May 13, 1993

# **JOURNAL of the PROCEEDINGS**

**OF THE**

## **CITY COUNCIL**

**OF THE**

## **CITY OF CHICAGO**

**FOR THE**

**Council Year 1975-1976**

April 18, 1975 to March 1, 1976

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

WITH AN INDEX

PREPARED AND PRINTED IN 1975-76

DURING THE ADMINISTRATION

OF

# **JOHN C. MARCIN**

CITY CLERK



"5) The elevator shaft enclosure may be eliminated when the elevators are incorporated in atriums;

"6) The fire rating of exterior non-bearing walls of buildings of Types I-A, I-B and I-C may be reduced to non-combustible from the present requirements of Table 49-8(d) of this code.

"7) Smoke detectors can be eliminated from dwelling units;

"8) Smoke proof towers as presently required in Section 67-11 of this Code may be eliminated;

"9) Fire dampers will not be required in mechanical heading, ventilation and air conditioning systems;

"10) The one and one-half (1½) inch hose connection and valve presently required in Sections 92-14 and 92-19 of this code may be eliminated.

"62.1-11. All plans submitted for approval for a permit as required by Chapter 45 of the Municipal Code of Chicago shall include specific drawings showing compliance with this Chapter.

"62.1-12. The entire fire protection system as required by this chapter shall be tested on an annual basis by an individual or organization approved by the Bureau of Fire Prevention. Reports of these tests shall be submitted and approved by the Bureau of Fire Prevention.

"62.1-13. At least one elevator is to be provided for Fire Department emergency access to all floors of a building. All elevators shall be equipped with Firemen's Control as required in Section 79-5.28 of this Code.

"62.1-14. Products of Combustion Detectors are to comply with the provisions of U.L. 168-1971, or U.L. 167-1974. Heat detectors are to comply with the provisions of U.L. 521-1974.

"62.1-15. Any person found guilty of violating any of the provisions of this Chapter, upon conviction thereof shall be punished by a fine of not less than Three Hundred Dollars (\$300.00) nor more than Five Hundred Dollars (\$500.00) for each offense. A separate and distinct offense shall be regarded as committed each day on which such person shall continue or permit any such violation. In addition to such fines and penalties any license or permit issued to such violator or offending party by the City of Chicago may be revoked. Notwithstanding, any fines imposed the City shall have the right to seek mandatory compliance with the provisions of this Chapter or in the alternative to seek demolition of a building not in compliance with the provisions of this Chapter.

"62.1-16. In the event any provision or application of this Chapter is held to be invalid, it is the legislative intent that the other 'provisions and applications' hereof shall not be affected."

SECTION 2. This ordinance shall be in full force and effect ten (10) days after due passage and publication.

#### Section 88-560.5 of the Municipal Code of Chicago Amended Concerning Multiple Dwellings, Etc.

On motion of Alderman Vrdolyak the City Council took up for consideration the report of the Committee on Buildings and Zoning, deferred and published in the Journal of Proceedings of June 26, 1975, page 771, recommending that the City Council pass a pro-

posed ordinance amending Chapter 88-560.5 of the Municipal Code by adding a new paragraph (C) pertaining to required lighting systems in dwellings containing five or more units.

On motion Alderman Vrdolyak said proposed ordinance was *Passed*, by yeas and nays as follows:

*Yeas*—Aldermen Roti, Barnett, Kenner, Evans, Lathrop, Sawyer, Wilinski, Cousins, Adduci, Vrdolyak, Bilandic, Kwak, Madrzyk, Jaksy, Barden, Shannon, Hines, Joyce, Kelley, Stewart, Stemberk, Lipinski, Rhodes, Marzullo, Zydlo, Ray, Washington, Cross, Hagopian, Keane, Gabinski, Mell, Frost, Laskowski, Aiello, Casey, Laurino, Gutstein, Pucinski, Natarus, Oberman, Simpson, Cohen, Schuller, Block, Stone—46.

*Nays*—None.

Alderman Vrdolyak moved to *Reconsider* the foregoing vote. The motion was *Lost*.

The following is said ordinance as passed:

*Be It Ordained by the City Council of the City of Chicago:*

SECTION 1. That Section 88-560.5 of the Municipal Code of Chicago is hereby amended by striking therefrom paragraph (c) in said paragraph's entirety, and by inserting therein a new paragraph (c), to read as follows:

88-560.5. . . .

(c) In multiple dwellings containing five or more flats, apartments or dwelling units, the lights required in subsections (a) and (b) of this Section shall be installed as required for System III emergency lighting systems and services as covered in Section 88-700.6.

SECTION 2. This ordinance shall be in full force and effect from and after its date of passage.

#### \* Chicago Zoning Ordinance Amended to Reclassify Particular Areas.

On motion of Alderman Vrdolyak, the City Council took up for consideration the report of the Committee on Buildings and Zoning deferred and published in the Journal of the Proceedings of June 26, 1975, pages 771-773, recommending that the City Council pass 12 proposed ordinances (under separate committee reports), for amendment of the Chicago Zoning Ordinance to reclassify particular areas.

Alderman Vrdolyak moved to *Concur In* the committee's recommendations and each of the 12 proposed ordinances was *Passed*, by yeas and nays as follows:

*Yeas*—Aldermen Roti, Barnett, Kenner, Evans, Lathrop, Sawyer, Wilinski, Cousins, Adduci, Vrdolyak, Bilandic, Kwak, Madrzyk, Jaksy, Barden, Shannon, Hines, Joyce, Kelley, Stewart, Stemberk, Lipinski, Rhodes, Marzullo, Zydlo, Ray, Washington, Cross, Hagopian, Keane, Gabinski, Mell, Frost, Laskowski, Aiello, Casey, Laurino, Gutstein, Pucinski, Natarus, Oberman, Simpson, Cohen, Schuller, Block, Stone—46.

*Nays*—None.

Alderman Vrdolyak moved to *Reconsider* the foregoing vote. The motion was *Lost*.

Said ordinances as passed read respectively as follows (the *Italic* heading in each case not being a part of the ordinance):

*Reclassification of Area Shown on Map No. 1-E.*

*Be It Ordained by the City Council of the City of Chicago:*

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the Planned Development symbols and R8 General Residence District and B7-6 General Central Business District indications as shown on Map No. 1-E in the area bounded by

E. Chicago Avenue; N. Lake Shore Drive; E. Huron Street; N. Fairbanks Court; E. Erie Street; N. St. Clair Street; E. Superior Street; a line 416 feet west of N. Fairbanks Court; the alley next north of and parallel to E. Superior Street; and a line 466 feet west of N. Fairbanks Court,

to the designation of an Institutional Planned Development which is hereby established in the area above described, subject to such use and bulk regulations as are set forth in the Plan of Development herewith attached and made a part hereof and to no others.

[Plan of Development printed on pages 954-959 of this Journal]

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

*Reclassification of Area Shown on Map No. 3-F (As Amended).*

*Be It Ordained by the City Council of the City of Chicago:*

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the Residential-Business Planned Development symbols and indications as shown on Map No. 3-F in the area bounded by

W. Elm Street; N. Dearborn Street; a line 154.18 feet south of W. Elm Street; the alley next west of and parallel to N. Dearborn Street; a line 208.10 feet south of W. Elm Street; and N. Clark Street.

to the designation of a Residential-Business Planned Development, as amended, which is hereby established in the area above described, subject to such use and bulk regulations as are set forth in the Plan of Development herewith attached and made a part hereof and to no others.

[Plan of Development printed on pages 960-966 of this Journal]

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

*Reclassification of Area Shown on Map No. 8-E.*

*Be It Ordained by the City Council of the City of Chicago:*

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the R5 General Residence symbols and indications as shown on Map

the alley next north of and parallel to the north line of Woodland Park; the west line of the right of way of the Illinois Central Railroad; a line 266.2 feet north of E. 35th Street; the east line of the alley next west of the right of way of the Illinois Central Railroad, or the line thereof if extended where no alley exists; the alley next north of and parallel to E. 35th Street; the alley next east of S. Cottage Grove Avenue; the alley next north of the alley next north of and parallel to E. 35th Street; and S. Cottage Grove Avenue,

to the designation of Institutional Planned Development which is hereby established in the area above described, subject to such use and bulk regulations as are set forth in the Plan of Development herewith attached and made a part hereof and to no others.

[Plan of Development printed on pages 967-971 of this Journal]

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

*Reclassification of Area Shown on Map No. 9-M.*

*Be It Ordained by the City Council of the City of Chicago:*

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the R2, Single Family Residence, and B4-1, B4-2, and B4-3 Restricted Service District symbols and indications as shown on Map No. 9-M in the area bounded by

the alley next north of and parallel to W. Addison Street; the alley next west of and parallel to N. Central Avenue; a line 108.5 feet north of W. Addison Street; N. Central Avenue; W. Eddy Street; a line 30 feet west of the alley next west of and parallel to N. Central Avenue; the alley next north of and parallel to W. Eddy Street; a line 215.55 feet east of N. Major Avenue; W. Eddy Street; a line 185.55 feet east of N. Major Avenue; the alley next north of and parallel to W. Eddy Street; a line 155.55 feet east of N. Major Avenue; W. Eddy Street; a line 125.55 feet east of N. Major Avenue; the alley next north of and parallel to W. Eddy Street; a line 70.75 feet east of N. Major Avenue; W. Addison Street; and N. Major Avenue,

to the designation of an Institutional Planned Development which is hereby established in the area above described, subject to such use and bulk regulations as are set forth in the Plan of Development herewith attached and made a part hereof and to no others.

[Plan of Development printed on pages 972-976 of this Journal]

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

*Reclassification of Area Shown on Map No. 12-H.*

*Be It Ordained by the City Council of the City of Chicago:*

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the B4-1 Restricted Service District symbols and indications as shown on Map No. 12-H in the

## PLAN OF DEVELOPMENT

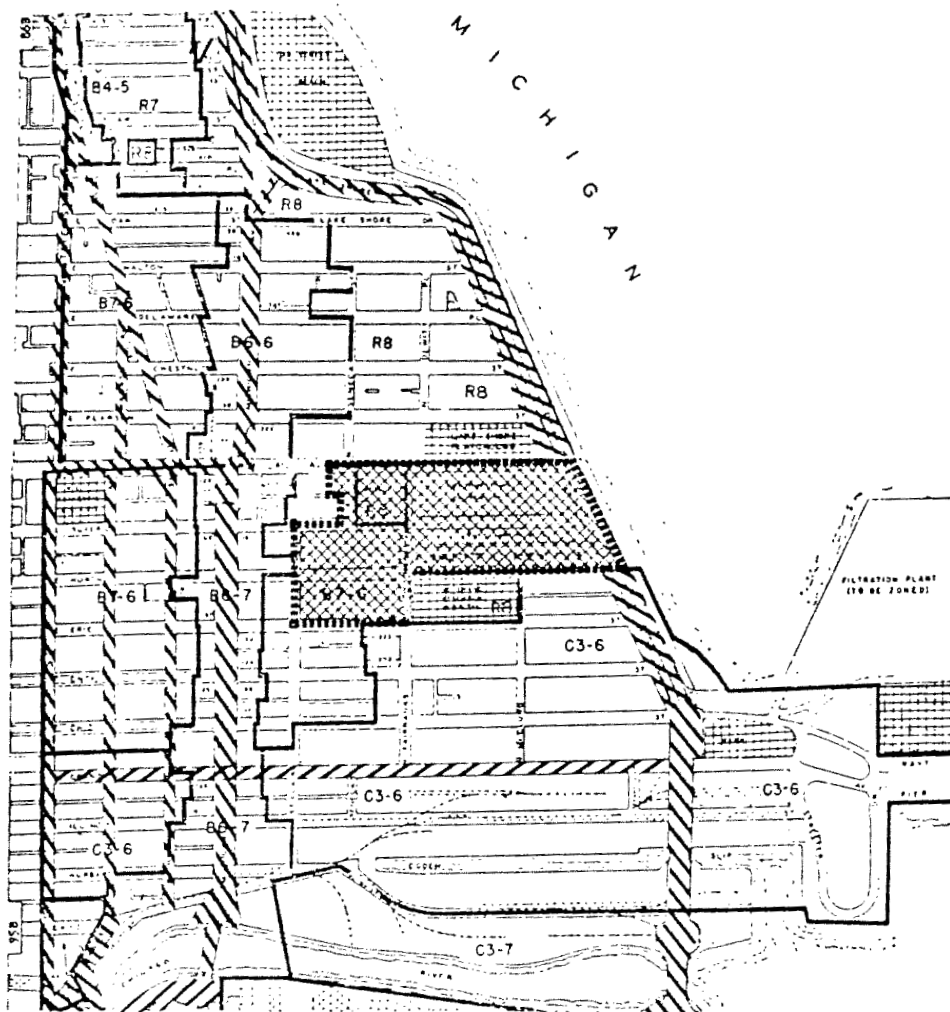
PLANNED DEVELOPMENT NO. 3, AS AMENDEDINSTITUTIONALSTATEMENTS

1. The area delineated hereon as a "Planned Development No. 3" known as "NORTHWESTERN UNIVERSITY MEDICAL AND PROFESSIONAL CENTER" is owned by Northwestern University or owned by Northwestern Memorial Hospital, and, for the purposes of this Planned Development, controlled by Northwestern University.
2. Off-street parking and loading facilities will be provided in compliance with this Plan of Development.
3. Any dedication of streets or alleys or adjustments of the rights-of-way or consolidation or resubdivision of parcels shall require a separate submittal on behalf of Northwestern University and approval by the City Council.
4. All applicable reviews, approvals or permits are required to be obtained by Northwestern University.
5. Service drives or any other ingress or egress shall be adequately designed and paved in accord with the regulations of the Department of Streets and Sanitation and in compliance with the Municipal Code of Chicago, to provide ingress and egress for motor vehicles, including emergency vehicles. There shall be no parking permitted within such paved areas.
6. Use of land will consist of residential, educational, hospital, research, medical, and related uses as authorized by the Chicago Zoning Ordinance. Laboratories or research facilities contained therein shall be governed by performance standards as authorized under the M1-Zoning District of the Chicago Zoning Ordinance.
7. Any heliport for emergency use only will conform with the Federal Aviation Administration and the State of Illinois Department of Aeronautics regulations, and will require the amendment of this Planned Development.
8. Identification and other necessary signs may be permitted, subject to review of and approval by the Commissioner of Development and Planning.
9. The Plan of Development includes maps and data which follow and are made an integral part hereof as required in Article 11.11-2(a) of the Chicago Zoning Ordinance. The maps and the Table of Use, Bulk and Parking Regulations, including any and all provisions which may be incorporated by reference, shall govern within the boundaries of this Planned Development.
10. The Plan of Development hereby attached shall be subject to the "Rules, Regulations and Procedures in Relation to Planned Developments," as promulgated by the Commissioner of Development and Planning.







APPLICANT: NORTHWESTERN UNIVERSITY

DATE: February 28, 1975

EXISTING ZONING AND PREFERENTIAL STREET SYSTEM  
 PLANNED DEVELOPMENT NO. 3, AS AMENDED  
 (INSTITUTIONAL)



LEGEND

- |                                                                                     |                                               |                                                                                     |                                                                    |
|-------------------------------------------------------------------------------------|-----------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------|
|  | ZONING DISTRICT                               |  | PROPOSED PLANNED DEVELOPMENT BOUNDARY                              |
|  | PREFERENTIAL STREET SYSTEM                    |  | PUBLIC PARKS                                                       |
|  | PROPOSED PLANNED DEVELOPMENT NO. 3 AS AMENDED |  | OTHER PUBLIC, QUASI PUBLIC AND PRIVATE INSTITUTIONS AND FACILITIES |

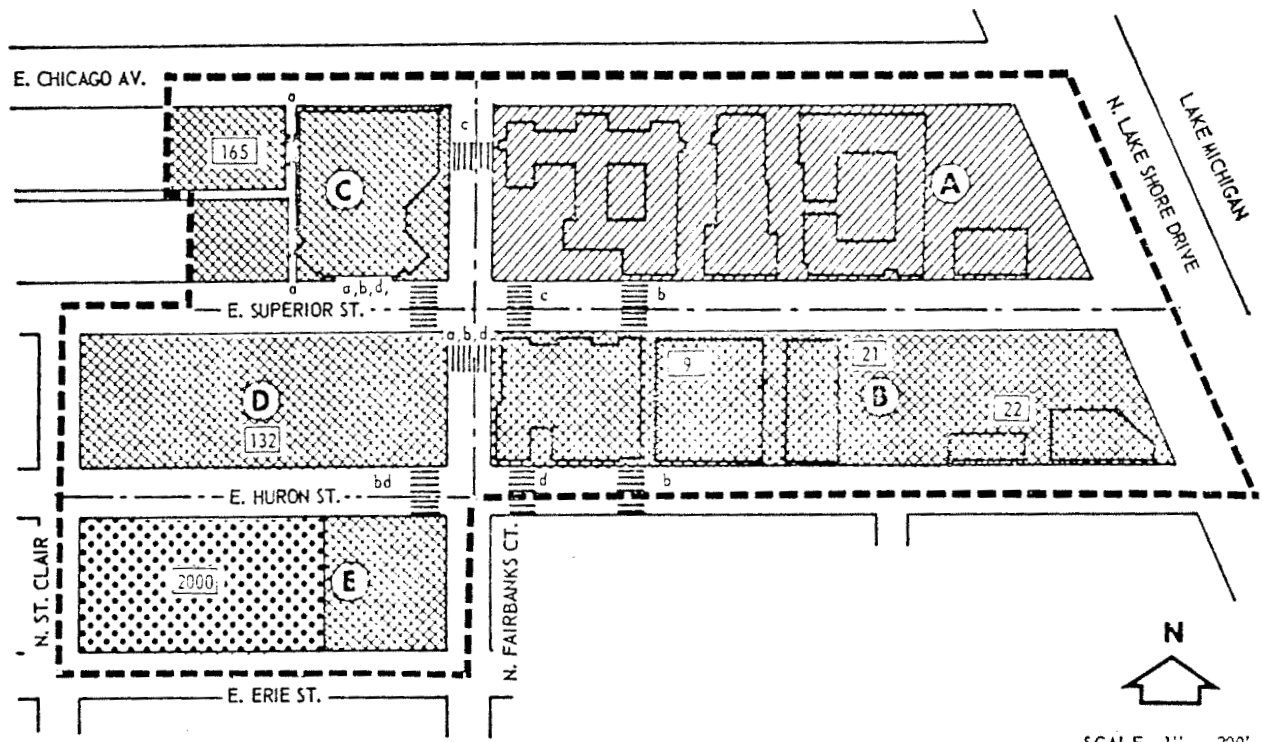


APPLICANT: NORTHWESTERN UNIVERSITY






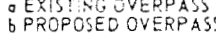

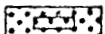

DATE: FEBRUARY 28, 1975



# GENERALIZED LAND USE PLAN PLANNED DEVELOPMENT NO. 3, AS AMENDED (INSTITUTIONAL)



### LEGEND

- |                                                                                     |                                                                                     |                                                                                      |                                                                                        |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  | SUB AREA DESIGNATION                                                                |   | PLANNED DEVELOPMENT BOUNDARY                                                           |
|  | EXISTING BUILDING                                                                   |   | EXISTING & PROPOSED STREET OVERPASSES AND TUNNELS                                      |
|  | RESIDENTIAL, EDUCATIONAL, HOSPITAL, RESEARCH, MEDICAL, AND RELATED USES             |  | a EXISTING OVERPASS      c EXISTING TUNNEL<br>b PROPOSED OVERPASS    d PROPOSED TUNNEL |
|  | ACADEMIC, RESIDENTIAL, EDUCATIONAL, HOSPITAL, RESEARCH, MEDICAL AND RELATED USES    |   | PARKING AREA                                                                           |
|                                                                                     |  |                                                                                      | NUMBER OF OFF STREET PARKING SPACES                                                    |

APPLICANT: NORTHWESTERN UNIVERSITY

DATE: FEBRUARY 28, 1975

PLANNED DEVELOPMENT USE, BULK, AND PARKING REGULATIONS  
 PLANNED DEVELOPMENT NO. 3, AS AMENDED  
 (INSTITUTIONAL)

Sub Area	Net Area	Permitted Uses	Max F.A.R.	Max. % Land Coverage
A	248,898 sq. ft. 5.71 Acres	Educational, Residential Research, Medical, & Related Uses	12	85
B	233,059 sq. ft. 5.35 Acres	Hospital, Residential, Research, Medical & Related Uses	9.5	85
C	111,992 sq. ft. 2.57 Acres	Hospital, Residential, Professional Offices & Related Uses	10.5	90
D	130,902 sq.ft. 3.0 Acres	Hospital and Related Uses and Off-Street Parking	10	90
E	130,800 sq.ft. 3.0 Acres	Hospital and Related Uses and Off-Street Parking	6	100
TOTAL	855,651 sq.ft. 19.64 Acres			

Gross Site Area = Net Site Area (19.64 acres) plus public rights-of-way  
 (6.0 acres) 25.64 acres

The above noted regulations relate to the ultimate development within the Planned Development Area. Interim stages of development may exceed these permitted standards, subject to the approval of the Department of Development and Planning.

Maximum permitted F.A.R. for total net site area: 10.0

Existing Peak Population

1. Number of Hospital Beds	1427
2. Number of Attending Physicians	240
3. Number of Employees	3390
4. Number of Students	2121

APPLICANT: NORTHWESTERN UNIVERSITY

DATE: February 28, 1975

## Proposed Peak Population

1. Number of Hospital Beds	2,200
2. Number of Attending Physicians	320
3. Number of Employees	4,800
4. Number of Students	3,600

Minimum Number of Off-Street Parking Spaces 2300

Parking in excess of that which is minimally required may be considered as non-accessory in nature, and may be allowed subject to the review of the Department of Streets and Sanitation and approval by the Department of Development and Planning.

Minimum number of off-street loading spaces shall be provided in accordance with the R8 General Residence District classification of the Chicago Zoning Ordinance subject to the review of the Department of Streets and Sanitation and approval by the Department of Development and Planning.

## Minimum periphery setbacks

Boundary along Lake Shore Drive	25'
Boundary along Chicago Avenue	25'

SETBACK AND YARD REQUIREMENTS MAY BE ADJUSTED WHERE REQUIRED TO PERMIT CONFORMANCE TO THE PATTERN OF, OR ARCHITECTURAL ARRANGEMENT RELATED TO, EXISTING STRUCTURES, OR WHEN NECESSARY BECAUSE OF TECHNICAL REASONS, SUBJECT TO THE APPROVAL OF THE DEPARTMENT OF DEVELOPMENT AND PLANNING.

MINIMUM DISTANCES BETWEEN BUILDINGS WITH FACING PATIENT WINDOWS: 25'

MINIMUM DISTANCES BETWEEN END FACE WALLS: 20'

Maximum percent of land covered (for total Net Site Area) 85%

APPLICANT: NORTHWESTERN UNIVERSITY

DATE: February 23, 1975

# **JOURNAL of the PROCEEDINGS**

OF THE

**CITY COUNCIL**

OF THE

**CITY OF CHICAGO**

FOR THE

**COUNCIL YEAR 1959 - 1960**

April 21, 1959 to March 23, 1960

\* \* \* \* \*

WITH AN INDEX

PREPARED BY EMPLOYEES OF

THE CITY CLERK'S OFFICE

AND PRINTED IN 1960

DURING THE ADMINISTRATION

OF

**JOHN C. MARCIN**

CITY CLERK

COMMITTEE ON BUILDINGS AND ZONING.

~~Chicago Zoning Ordinance Amended to Reclassify Particular Areas.~~

~~The Committee on Buildings and Zoning submitted a report recommending that the City Council pass proposed ordinances transmitted therewith, which were referred to the committee on April 22, 1959, page 19 (previously referred to the former committee on September 25, 1958), or on May 27, June 10, July 8 or August 24, 1959, for amendment of the Chicago Zoning Ordinance for the purpose of reclassifying particular areas.~~

~~PD #3~~

~~Area Shown on Map No. 1-E Reclassified.~~

~~Alderman Pacini moved to pass the proposed ordinance recommended in said committee report which reads as follows:~~

~~Be It Ordained by the City Council of the City of Chicago:~~

~~SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the R8 General Residence District symbols and indications as shown on Map No. 1-E in the area bounded by~~

~~E. Chicago Avenue; N. Lake Shore Drive; E. Huron Street; and N. Fairbanks Court,~~

~~to those of a Planned Development.~~

~~SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.~~

~~The motion prevailed and said proposed ordinance was passed, by yeas and nays as follows:~~

~~Yeas—Aldermen D'Arco, Harvey, Metcalfe, Holman, Miller, Bohling, Condon, Lupo, Pacini, Nowakowski, Zelezinski, Egan, J. P. Burke, Krska, Sheridan, Slight, Murray, Fitzpatrick, Campbell, Bonk, Janousek, Tourek, Lewis, Marzullo, Bieszczat, Sain, T. F. Burke, Ronan, Keane, Sulski, Brandt, Sande, Laskowski, Massey, Corcoran, Cullerton, Shapiro, Simon, Bell, Crowe, Bauler, Rosenberg, Weber, Young, Hoellen, Hirah, Sperling—47.~~

~~Nays—None.~~

~~Area Shown on Map No. 3-F Reclassified.~~

~~Alderman Pacini moved to pass the proposed ordinance recommended in the pending report of the Committee on Buildings and Zoning which reads as follows:~~

~~Be It Ordained by the City Council of the City of Chicago:~~

~~SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the R4 General Residence District symbols and indications as shown on Map No. 3-F in the area bounded by~~

~~N. Clybourn Avenue; N. Larrabee Street; W. Scott Street; a line 185.94 feet west of N. Cleve-~~

~~land Avenue; W. Division Street; a line 89 feet east of N. Larrabee Street; a line 125 feet north of W. Division Street; N. Larrabee Street; W. Division Street; N. Ogden Avenue; a line 98.41 feet north of W. Scott Street; a line 174 feet east of N. Ogden Avenue; W. Scott Street; N. Vine Street; W. Evergreen Avenue; N. Ogden Avenue; W. Schiller Street; and a line 186.04 feet southeast of N. Ogden Avenue,~~

~~to those of a Planned Development.~~

~~SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.~~

~~The motion prevailed and said proposed ordinance was passed, by yeas and nays as follows:~~

~~Yeas—Aldermen D'Arco, Harvey, Metcalfe, Holman, Miller, Bohling, Condon, Lupo, Pacini, Nowakowski, Zelezinski, Egan, J. P. Burke, Krska, Sheridan, Slight, Murray, Fitzpatrick, Campbell, Bonk, Janousek, Tourek, Lewis, Marzullo, Bieszczat, Sain, T. F. Burke, Ronan, Keane, Sulski, Brandt, Sande, Laskowski, Massey, Corcoran, Cullerton, Shapiro, Simon, Bell, Crowe, Bauler, Rosenberg, Weber, Young, Hoellen, Hirah, Sperling—47.~~

~~Nays—None.~~

~~Area Shown on Map No. 4-G Reclassified.~~

~~Alderman Pacini moved to pass the proposed ordinance recommended in the pending report of the Committee on Buildings and Zoning which reads as follows:~~

~~Be It Ordained by the City Council of the City of Chicago:~~

~~SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the R4 General Residence District symbols and indications as shown on Map No. 4-G in the area bounded by~~

~~the alley next south of and parallel to W. Roosevelt Road; S. Racine Avenue; W. Roosevelt Road; a line 325 feet east of S. Racine Avenue; the alley next south of and parallel to W. Roosevelt Road; a line 375 feet east of S. Racine Avenue; W. Roosevelt Road; S. Blue Island Avenue; W. 13th Street; S. Racine Avenue; the north line of W. Hastings Street; the first alley next west of and parallel to S. Racine Avenue, or the line thereof if extended where no alley exists; W. 13th Street; the second alley next west of and parallel to S. Racine Avenue; the north line of W. Hastings Street; the alley next west of and parallel to S. Racine Avenue; the alley next south of and parallel to W. Hastings Street; the alley next west of and parallel to S. Racine Avenue; W. 14th Street; the alley next west of and parallel to S. Racine Avenue; the alley next south of and parallel to W. 14th Street; a line 190.9 feet west of S. Racine Avenue; W. 14th Street; S. Blue Island Avenue; a line 95.29 feet~~

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COMMITTEE ON BUILDINGS AND ZONING.

**Chicago Zoning Ordinance Amended to Reclassify Particular Areas.**

The Committee on Buildings and Zoning submitted a report recommending that the City Council pass proposed ordinances transmitted therewith, which were referred to the committee on April 22, 1959, page 19 (previously referred to the former committee on September 25, 1958), or on May 27, June 10, July 8 or August 24, 1959, for amendment of the Chicago Zoning Ordinance for the purpose of reclassifying particular areas.

*Area Shown on Map No. 1-E Reclassified.*

Alderman Pacini moved to pass the proposed ordinance recommended in said committee report which reads as follows:

*Be It Ordained by the City Council of the City of Chicago:*

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the R8 General Residence District symbols and indications as shown Map No. 1-E in the area bounded by

E. Chicago Avenue; N. Lake Shore Drive; E. Huron Street; and N. Fairbanks Court,

to those of a Planned Development.

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

The motion prevailed and said proposed ordinance was passed, by yeas and nays as follows:

*Yeas*—Aldermen D'Arco, Harvey, Metcalfe, Holman, Miller, Bohling, Condon, Lupo, Pacini, Nowakowski, Zelezinski, Egan, J. P. Burke, Krska, Sheridan, Slight, Murray, Fitzpatrick, Campbell, Bonk, Janousek, Tourek, Lewis, Marzullo, Bieszczat, Sain, T. F. Burke, Ronan, Keane, Sulski, Brandt, Sande, Laskowski, Massey, Corcoran, Cullerton, Shapiro, Simon, Bell, Crowe, Bauler, Rosenberg, Weber, Young, Hoellen, Hirsh, Sperling—47.

*Nays*—None.

*Area Shown on Map No. 3-F Reclassified.*

Alderman Pacini moved to pass the proposed ordinance recommended in the pending report of the Committee on Buildings and Zoning which reads as follows:

*It Ordained by the City Council of the City of Chicago:*

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the R4 General Residence District symbols and indications as shown on Map No. 3-F in the area bounded by

N. Clybourn Avenue; N. Larrabee Street; W. Scott Street; a line 185.94 feet west of N. Cleve-

land Avenue; W. Division Street; a line 89 feet east of N. Larrabee Street; a line 125 feet north of W. Division Street; N. Larrabee Street; W. Division Street; N. Ogden Avenue; a line 98.41 feet north of W. Scott Street; a line 174 feet east of N. Ogden Avenue; W. Scott Street; N. Vine Street; W. Evergreen Avenue; N. Ogden Avenue; W. Schiller Street; and a line 186.04 feet southeast of N. Ogden Avenue,

to those of a Planned Development.

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

The motion prevailed and said proposed ordinance was passed, by yeas and nays as follows:

*Yeas*—Aldermen D'Arco, Harvey, Metcalfe, Holman, Miller, Bohling, Condon, Lupo, Pacini, Nowakowski, Zelezinski, Egan, J. P. Burke, Krska, Sheridan, Slight, Murray, Fitzpatrick, Campbell, Bonk, Janousek, Tourek, Lewis, Marzullo, Bieszczat, Sain, T. F. Burke, Ronan, Keane, Sulski, Brandt, Sande, Laskowski, Massey, Corcoran, Cullerton, Shapiro, Simon, Bell, Crowe, Bauler, Rosenberg, Weber, Young, Hoellen, Hirsh, Sperling—47.

*Nays*—None.

*Area Shown on Map No. 4-G Reclassified.*

Alderman Pacini moved to pass the proposed ordinance recommended in the pending report of the Committee on Buildings and Zoning which reads as follows:

*Be It Ordained by the City Council of the City of Chicago:*

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the R4 General Residence District symbols and indications as shown on Map No. 4-G in the area bounded by

the alley next south of and parallel to W. Roosevelt Road; S. Racine Avenue; W. Roosevelt Road; a line 325 feet east of S. Racine Avenue; the alley next south of and parallel to W. Roosevelt Road; a line 375 feet east of S. Racine Avenue; W. Roosevelt Road; S. Blue Island Avenue; W. 13th Street; S. Racine Avenue; the north line of W. Hastings Street; the first alley next west of and parallel to S. Racine Avenue, or the line thereof if extended where no alley exists; W. 13th Street; the second alley next west of and parallel to S. Racine Avenue; the north line of W. Hastings Street; the alley next west of and parallel to S. Racine Avenue; the alley next south of and parallel to W. Hastings Street; the alley next west of and parallel to S. Racine Avenue; W. 14th Street; the alley next west of and parallel to S. Racine Avenue; the alley next south of and parallel to W. 14th Street; a line 190.9 feet west of S. Racine Avenue; W. 14th Street; S. Blue Island Avenue; a line 95.29 feet